

PROPERTY OF

639.3
M16.1



EDGARTOWN, MASS.

Gift of Everett W. Whiting
Dec. 11, 1965.

C. A. D.



"HE TUCKED HIS UMBRELLA UNDER HIS ARM, AND JOOSELY SPELLED HIS NAME FOR HER FURTHER ENLIGHTENMENT."



SUFFER, LITTLE CHILDREN TO COME UNTO ME.

1850
 Outward Bound Capt W. Estlin
 akona *Morning Light* Pacific Ocean
 A.D. 1859 Sept 22

Bark *Morning Light* Sailed from New
 Bedford Thursday Sept 22th Bound for the
 South Pacific Ocean Harvey & Spurr Master

George A. Rogers—

Marthas Vineyard

North Disbury

Mas

U.S.

So. W. 80. 91
 15
 101
 297
 163
 153
 136
 151
 71
 72
 P. taken on the voyage Bark *Morning Light*

Sailed from Tahiti Aug 2^d bound
 for the Coast of Chile

Capt. Suberano (Master) Sept 1859
 bound a Spanish whaling

Bark Morning Light.

With Atlantic

Sunday Oct. 2th 1859

Corn with strong breeze wind from the S E Ship heading South East half East at eight o'clock P M squally later Part almost calm

Monday Oct. 3th 1859

Corn with light breeze S E Ship heading South by East at three o'clock fresh breeze sprang up at seven o'clock A M wind from S ship steering East Employed in ships duty.

Tuesday Oct 4th

Corn with strong breeze from the W same squalls Ship steering S E all sail set five o'clock P M Saw one sail steering to the N later employed in chasing sperm whales

Wednesday Oct 5th

Corn with strong breeze from the W Clear weather Ship steering by the wing with all sail set starboard tacks aboard one sail in sight took in sail at sun set wore ship at 10 o'clock P M at seven o'clock A M raised sperm whale lowered L and W boat later part L B struck

Thursday Oct 6th

L B Corn with light breeze and clear weather at two o'clock took a whale along side at 4 o'clock P M Corn breaking out the blubber room each went below at seven o'clock later part cutting in sperm whale Clear weather wind from the S S W ship under short sail

123

Outward Bound. H. C. Luce Master
Friday Oct 7th - 1859

Corn with fine weather wind from
the S by W ship under short sail cutting
in later part rainy and a heavy swell and
strong wind from the S.

Saturday Oct 8th

Corn with light wind and cloudy ship
under short sail cutting in head chain pint
and fast the head finished stowing at 1 o'clock
A.M. and cleared up decks and made sail
during the latter part light winds employed
in trying out.

Sunday Oct 9th

Corn with strong breeze from the N
Cloudy ship stowing S.C. under short
sail trying out one sail in sight still
at the N.E. later part strong breeze from
the N.W. ship stowing S.C.
under reef topsails

Monday Oct 10th

Corn with strong breeze from the
N.W. ship stowing S.C. at
12 o'clock took in all sail and lost reef the
main topsail later part came on a heavy gail
got the W Boat and B Boat stove

Tuesday Oct 10th

Corn with a heavy gail from the N.W. by N
ship laying to under lost reef main topsail
at middle part made sail stowing S.C.
wind from the N.E. by E and heavy swell
running later wind halled round to
the S by W ship stowing S.C. employed
in stowing down the fluber room

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Bark Morning Light

Wednesday 12th 1859

Come with strong breeze from the S by W ship heading S E Starboard tack aboard at middle part ruing a heavy swell running from the N E later part steering S by E all sail set employed in reefing oil

Thursday 12th

Come with a strong breeze from the N E steering South S by E finished cooping 80 barrels sperm oil one sail steering to the N under double reef topsails later part employed in ships duty

Friday Oct 14th

Come with with strong breeze steering for Gull all sail at 4 o'clock of the harbor stood of shore and took in sail on the starboard tack seven o'clock A M capt went ashore in the L B later part laying of and on

Gull Saturday 15th

Come with a strong breeze and squally laying of and on Gull boat come aboard at five o'clock and put to sea under topsails later part made sail steering S under all sail three sails in sight

Sunday Oct 16th

Come with a strong breeze from the N W ship steering S under all sail one sail in sight later part light breeze N W W ship steering S by W employed in ships duty

25

Outward bound H E Luce Master

Monday Oct 17th 1859
Came with a light breeze from the N.W. and clear weather ship steering S by E all sail set later and middle part the same ship heading South by East Starboard tacks aboard employed in fitting the rigging.

Tuesday Oct 18th
Commenced with a light breeze from the N.W. and clear weather ship heading S by E Starboard tacks aboard later part wind hauled to South by East tacked ship heading South by East Starboard tacks aboard employed in fitting the rigging.

Wednesday Oct 19th
Commenced with a light breeze and clear weather steering by the wind Starboard tacks aboard latter part the same watch emp^d about the rigging.

Thursday Oct 20th 1859
Came with light and variable winds from S. S. W. to N. E. and clear weather, ship under all sail, close hauled Starboard tacks aboard.

Friday Oct 21st
Came with a calm and clear weather ship under all sail at 4 P.M. one sail in sight middle part the same later part a light breeze from N.W. ship steering S by E all sail set employed in fitting the rigging so ended their 24 hours.

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Bark Morning Light

Saturday Oct 22th 1859

Cornies with a light breeze from
WSW and clear weather ship with
all sail set steering S S E, Starboard
tacks aboard middle and late a light
breeze from N by W. ship steering S by E
all sail set employed in fitting the rigging
&c

Sunday Oct 23th

Cornies with a light breeze from N by W
and clear weather ship steering S by E
all sail set later part ship steering
S by W & W a fine breeze from N N E ship
with all sail set employed in ships duty

Monday Oct 24th

Cornies with a strong breeze from N N E
ship steering S by W & W all sail and
clear weather middle and later part
the same employed in ships duty

Tuesday Oct 25th

Cornies light trade winds from the
N E ship steering S by W & W all
sail set clear weather middle and
later part the same three sails in
sight employed in fitting the rigging

Wednesday Oct 26th

Cornies with fine trade winds from
N. E, and clear weather ship steering
S. S. E. under all sail middle part
passing squalls later part cloudy &
weather one sail in sight employed
in fitting the rigging

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Outward Bound Capt. W.

Thursday Oct 27th 1857
Comes with fine trades and cloudy weather ship steering S. E. under all sail middle part passing squalls later part made Cape Verde islands on the sea bow employed in ship's duty

Friday Oct 28th
Comes with a strong trades and cloudy weather steering S. E. for Cape Verde islands all sail set at 4 P.M. 15 miles from the land at 6 P.M. lashed ship and took in sail middle part and later part wore ship at 7 A.M. W. B. set ashore

Saturday Oct 29th
Comes with fine trades and cloudy weather laying off and on at 5 P.M. boat come off shade sail and steering S. by N. E. N. middle and later part the same employed in ship's duty

Sunday Oct 30th
Comes with light winds and clear weather steering S. all sail set to the island of Beave in light ^{and} one sail steering south middle and latter part the same

Monday Oct 31st
Comes with a light breeze and clear weather steering S. all sail set at 3 P.M. spoke a English brig 45 days from Liverpool bound to M. Verde short of water middle and latter part the same employed in ship's duty

128
14
Bark Morning Light
November 1st 1859

GB
HB
Comes with a fine breeze and clear weather
staring by the wind all sail 2 sails in
sight at 4 o'clock lowered 4 boats for
blackfish. S.B. and H.B. struck at 6 o'clock
took to blackfish along side middle and
later part the same employed in ships
fitting the rigging

Wednesday Nov 2^d

Comes with light winds and clear
weather ship staring S by W all sail
set larboard tack aboard middle and
later part the same employed in fitting the rigging

Thursday Nov 3rd

Comes with a fine breeze and heavy squalls
staring by the wind larboard tack aboard
at 12 o'clock spoke the Edmon of Liverpool
Bound to Horn Bay middle and later part the
same employed in fitting the rigging

Friday Nov 4th

Comes with a light breeze from S by E and
passing squalls ship heading S.W. Larboard
tack aboard two sails in sight middle
and later part the same employed in
fitting the rigging

Saturday Nov 5th

Comes with a light breeze from S by E and
passing squalls ship under all sail larboard
tack aboard heading S.W. P.M. gannet
the bark Ocean, Capt Cornel Middle
and later part the same employed in
ships duty.

October 10th - 1888 -

From 10 to 11 AM. The wind was strong and the sea was rough. The ship was driven back and forth by the waves. The crew were all wet and the ship was very uncomfortable.

At 11 AM. the ship was driven back to the shore. The crew were all wet and the ship was very uncomfortable. The wind was strong and the sea was rough. The ship was driven back and forth by the waves.

At 12 PM. the ship was driven back to the shore. The crew were all wet and the ship was very uncomfortable. The wind was strong and the sea was rough. The ship was driven back and forth by the waves.

At 1 PM. the ship was driven back to the shore. The crew were all wet and the ship was very uncomfortable. The wind was strong and the sea was rough. The ship was driven back and forth by the waves.

At 2 PM. the ship was driven back to the shore. The crew were all wet and the ship was very uncomfortable. The wind was strong and the sea was rough. The ship was driven back and forth by the waves.

121) 4, 1, 11.

Monday May 17th
Hobbsday 17th
Came with a fine breeze from S by E
Ship steering close hauled bearing
S by E. Looked about and at
last set our sail in light weather and
in part the same employed in ship's
duty

Tuesday May 18th
Came with a fine breeze from S by E
and clear weather ship steering close
hauled bearing S by E. Looked about and at
last set our sail in light weather and
in part the same employed in ship's
duty

Wednesday May 19th
Came with a strong breeze and squally
weather ship steering close hauled bearing
S by E. Looked about and at last set our
sail in light weather and in part the same
employed about decks

Thursday May 20th
Came with fine breeze from S by E
and clear weather ship steering close
hauled bearing S by E. Looked about and at
last set our sail in light weather and in
part the same employed in ship's duty

Friday May 21st
Came with fine breeze from S by E
and clear weather ship steering close
hauled bearing S by E. Looked about and at
last set our sail in light weather and in
part the same employed in ship's duty

Monday Nov 11th
Comes with fine trade winds
G.B. ship starting at 10 AM with
all sail set and the sun shining
in the rigging.

Tuesday Nov 12th
Comes with fine trade winds from
the south and the ship starts
at 10 AM with all sail set and
a good middle and later part of the day
employed in breaking out water.

Wednesday Nov 13th
Comes with fine trade winds from
the south and clear weather ship starts
at 10 AM with all sail set and
under all sail with square yards
middle part the same later part
the ship is employed in filling
the rigging.

Thursday Nov 14th
Comes with a strong breeze from
the south and clear weather ship starts
at 10 AM with all sail set at 10 o'clock P.M.
wing yards the same a large
dotted breeze from the middle part
the ship is employed in filling
the rigging.

Friday Nov 15th
Comes with a fine breeze from
the south and clear weather ship starts
at 10 AM with all sail set at 10 o'clock P.M.
wing yards the same a large
dotted breeze from the middle part
the ship is employed in filling
the rigging.

Wednesday, Nov 19th
Came with the light and weather
fine, with some water but clear, and
hauled all out at the house, and
sent hauling of water daily in light
with the lake just the same as before
in getting the water.

Thursday, Nov 20th
Came with a fine breeze from ESE and
windy, with some water but clear, and
hauled all out at the house, and
sent hauling of water daily in light
with the lake just the same as before
in getting the water.

Friday, Nov 21st
Came with a fine breeze from ESE and
clear weather, ship started at 8 AM
with the water, and hauled all out
and sent for the water, and sent
light hauling in getting the water.

Saturday, Nov 22nd
Came with a fine breeze from ESE
and clear weather, ship started at 8 AM
with the water, and hauled all out
and sent for the water, and sent
light hauling in getting the water.

Sunday, Nov 23rd
Came with a fine breeze from ESE
and clear weather, ship started at 8 AM
with the water, and hauled all out
and sent for the water, and sent
light hauling in getting the water.

... from N.E. to N.W. and rainy weather
ship steering. All sail set at 1 o'clock
... all sail steering
... day

Friday Oct 2nd

... wind
... from N.E. to N.W. and steady weather
... all sail set at 1 o'clock
... all sail steering
... day

Saturday Oct 3rd

... from N.E. to N.W. ship steering
... all sail set at 1 o'clock
... all sail steering
... day

Sunday Oct 4th

... with light
... at sea
... day

G. B.

... day
... day

Monday Dec 11th Legue

Commenced with a strong breeze during by the wind under top sails ... were round at three o'clock ... sail ...

Tuesday Dec 12th

Commenced with a light breeze ... the same at daylight ... employed in ...

Wednesday Dec 13th

Commenced with a light breeze ... Tacks ... at 5 PM ... sail ... down ... a strong breeze and ...

Commenced with strong variable winds ... up ... 4 sails ... daylight ...

... the ...

which I kept in the
daylight and sail and kept of
it for my use in ship's duty

Saturday Dec 17th

Some very heavy rain from S.E. and clear weather during
the night and morning. Looked for the
midnight and morning and
and during G.H. employed in ship's duty

Sunday Dec 18th

Some very heavy rain from S.E. and
cloudy weather during the night and morning
at 10 o'clock rain and rain on
and

Monday Dec 19th

Some very heavy rain from S.E. and
foggy weather during the night and morning
look in and and to the wind and
and take part of the night fog employed in
and water

Tuesday Dec 20th

Some with a calm and fog ship was
and in part a light breeze
spinning up from the north and the
much of the night and day with
the sea and employed in
the ship

Thursday Dec 21st
 Came out at 10 AM. Light breeze from N and
 foggy weather ship under short sail
 at 1 PM. At 3 PM. At 5 PM. At 7 PM. At 9 PM.
 Middle part the same to 10 PM. Ship of 1874
 in company with ship of 1875.

Thursday Dec 22nd
 Came out with a fresh breeze from N and
 cloudy weather steering S by E under
 easy sails at 7 AM. At 10 AM. At 1 PM. At 4 PM.
 At 7 PM. At 10 PM. At 1 PM. At 4 PM.
 At 7 PM. At 10 PM. At 1 PM. At 4 PM.
 At 7 PM. At 10 PM. At 1 PM. At 4 PM.

Friday Dec 23rd
 Came out at 10 AM. Light breeze from N and
 foggy weather ship under short sail
 at 1 PM. At 3 PM. At 5 PM. At 7 PM. At 9 PM.
 Middle part the same to 10 PM. Ship of 1874
 in company with ship of 1875.

Saturday Dec 24th
 Came out at 10 AM. Light breeze from N and
 foggy weather ship under short sail
 at 1 PM. At 3 PM. At 5 PM. At 7 PM. At 9 PM.
 Middle part the same to 10 PM. Ship of 1874
 in company with ship of 1875.

Outward Bound

Sunday Dec. 25th 1898
Breeze with a strong breeze from S.W.
Starting at about 1 P.M. took in the foremast and
mainsail and layed a course for the
mouth of the river at daylight and
at daylight sail at took foremast took in at
the fore to mast and foremast.

Monday Dec. 26th 1898
Breeze with a gale of wind from S.W. by S
and a strong breeze from S.W. by S
the main to mast ship heading S.W.
the foremast took in at daylight and
the foremast took in at daylight and
the foremast took in at daylight and
the foremast took in at daylight and
the foremast took in at daylight and

Tuesday Dec. 27th 1898
Breeze with a fine breeze from S.W. and
a strong breeze from S.W. by S
the main to mast ship heading S.W.
the foremast took in at daylight and
the foremast took in at daylight and
the foremast took in at daylight and
the foremast took in at daylight and
the foremast took in at daylight and

Wednesday Dec. 28th 1898
Breeze with a light breeze from S.W. and
a strong breeze from S.W. by S
the main to mast ship heading S.W.
the foremast took in at daylight and
the foremast took in at daylight and
the foremast took in at daylight and
the foremast took in at daylight and
the foremast took in at daylight and

Saturday, Dec 8th
 Came with a strong breeze from N. E. W.
 steering S. by N. & W. about 10 miles
 under 10 miles at 6 P.M. dabled with
 the fore and main sail at 6 P.M.
 took in the mainsail and foretop sail
 blowing a gale of wind later part of day
 later part of day opening up from
 west wind steering S. by N. & W. under
 main top sail each employed
 on ship's duty = = 000
 Good night

Bark Morning Light, 1860

Sunday January 1st A.D. 1860

Came with a strong breeze from N.E. and
racing weather ship steering S.W. under
double reefed topsail and maintopgansail at 2 P.M.
took in the main topgansail at 4 o'clock in the main
top sail middle part the wind hauled round S.E.
blowing a gail laying in in the distance at
at daylight were ship to set more sail later part
a calm and clear weather

Monday, Jan 2nd 1860

Came with a light breeze from N.E. and cloudy
steering S.W. under maintopgansail at 4 P.M. came
to rain at 11 A.M. at the topgansail and main royal and
clear weather middle part the same later part
the wind hauled round S.E. employed in ships duty

Tuesday Jan 3rd

Came with a fresh breeze from S. and squally
weather ship on the starboard tack heading S.W.
at 2 P.M. took in ship riding S.E. middle part
a light breeze later part blowing fresh doubled the fore
and main topsail ship on the starboard tack
heading S.E. employed in ships duty

Wednesday Jan 4th

Came with a fresh breeze from S. and squally
weather ship under reefed topsail heading S.E. at
1 P.M. came to the land to rain. At 4 P.M. ship was
stood to it middle part the same later part
beating in the harbor employed in ships duty

Thursday Jan 5th

Came with a light breeze from N. and rainy
weather coming at 1 P.M. employed in ships duty

Remarks on board bark

Laying at anchor in port & under full King's arm

Friday Jan 6th

Come with a fresh breeze from E, and cloudy
employed in stowing down water at 5 P.M.
commenced to rain worked & work mild the
part the same dealer part employed in stowing
down water

Saturday Jan 7th

Come with a light breeze from E, and rain squally
at 4 P.M. lowered a wreath of water along side and
lobbed it in middle part the wind hauled round
to S.W. later starboard watch went ashore watch on
board finished stowing down water

Sunday Jan 8th

Come with a fresh breeze from S.W. and squally
weather middle part the same later part the
same & at 7 P.M. watch went ashore

Monday Jan 9th

Come with a fresh breeze from W. and squally
weather at 7 P.M. watch went ashore
middle part the same later part employed
in getting ready for sea

Tuesday Jan 10th

Come with a fresh breeze from N.W. and cloudy
middle part the same at 5 P.M. haul down
and light variable wind breeze from
N.W. again see & wind to go out

Wednesday Jan 11th

Come with a fresh breeze from N.W. and clear
weather at 5 P.M. wind hauled round S.W. weighed
anchor and put to sea at 8 land bearing S. by S
12 miles ship heading S. later part the same 2 miles
in sight gained the Columbo of St. John's

Morning Sight 1860

Yhu. S. M., Panoram, 12th 1860

Remained with a light breeze fair & mild - but with the
standing S.W. wind at 1000 fathoms. At 11 o'clock we
saw the weather a breeze springing up from N
and commenced to rain later part the wind
hauled round & there blowing a gale ship
under full sail upon the point on the Starboard
look bearing 114° 4'

Friday, Feb. 13. 14

Came with a full gale from S.W. wind
fair weather at 2.15 more ship and then
up the Stream and set to Ship on
starboard tack leading S. by E. middle part
the same at 10.00 S.W. more ship and then
one report of the gun and 25 minutes past and
set the main sail gail decreasing

Saturday Jan. 14th

Feb. 21.
 Came with a gale, with breeze & wind from
 S. and squally weather ship on the larboard
 tack heaving. I H. L. H. not maintaining sail
 at 4 P. M. set the floggan sail middle
 part the same later next raised the land the
 wind heaved round. S. E. to Red ship

Sunday Jan 15th

Crossed with a light breeze from S.W. and
 clear weather till on the Starboard land.
 Herding Edge at 2 P.M. looked so large in
 morning by it. Then relooked ship again
 and nearer. I. 12 miles off the port a calm
 the port there was a light breeze blowing up
 from S.W. strong I could hear by 9.20
 when I saw water most land near me
 Cape Horn

Remarks on board the

Monday, January 16th 1860
Commenced with a fresh breeze from S.W. and
squally weather ship steering S. under all sail
starboard tack aboard at 2 o'clock. The wind
hauled to west. S.W. blowing fresh took in
land in forenoon, middle part the same
later part the wind hauled round S.W. and
a light breeze employed in ships duty.

Tuesday, Jan 17th
Came with a light breeze from S.W. and
sunny weather steering S.W. starboard tack
around gunnery a Dutch bark bound to Valparaiso
4 sails in sight middle part the wind hauled round
S.W. and commenced to rain. Light breeze
land in forenoon later part fine weather
made sail again employed in ships duty.

Wednesday, Jan 18th
Came with fresh variable winds from N.W. S.W.
and clear weather ship under all sail
steering by the wind starboard tack aboard
at 4 P.M. took in fore and main topgall sail
commenced to rain middle part the same
later the same employed in ships duty.

Thursday, Jan 19th
Came with fresh breeze from
N.W. to S.W. and squally weather steering
close hauled under top sails S. or by S. were ship
heading N.W. by W. saw a small ice berg S. sent
in sight 1 o'clock under top sails middle
part the same later part were ship and
furled the main sail raining employed in
ships duty.

Bark Morning Light

Friday, January 20th 1860

Came with a gail of wind from W and
raining. Storing cloth hauled under close reef
Fore and main top sail and foresail 4 P.M. furled
The Fore sail middle part the same later part
more moderate under top sail employed in
ships duty

Saturday, Jan 21th

Came with a fresh breeze from W and raining
weather looked dotted up the fore and main
top sail. 3 o'clock were ship 5 o'clock were under
heaving to by the middle part a light breeze
made all sail later part a calm Ships duty

Sunday Jan 22th

Came with a calm and cloudy weather
Ship under all sail. 2 o'clock a light breeze
sprang up from S. Storing W by S
looked dotted up the middle part after a heavy
breeze one sail in sight with the part the
same later part wind hauled round W back
Ship heading S by S.

Monday Jan 23rd

Came with fresh variable winds from S
to west and squally weather storing to the
wind all sail set heading S by S at
8 o'clock dotted up the fore and main
part the same at 5 P.M. tacked ship to
S by W later part made all with ship duty

Tuesday Jan 24th

Came with a fresh breeze from W and rain
weather storing to the wind. 2 o'clock tacked
aboard heading N by N. 2 o'clock tacked
ship middle part wind hauled N. blowing
fresh looking light. 3 o'clock storing to the
the effect from S by W at 5 o'clock

Remarks on board

Wednesday Jan 25th 1866
Commenced with a fresh breeze from N^W
and squally weather steering to the Starboard
tacks ahead reading N^W by N. Looked ahead
reared the topsail middle part. The
same Looked at the docketed the main
topsail hauled the mainsail blowing
fresh back wind hauled I^W wore ship
later part made sail employed in ship duty

Thursday Jan 26th
Came with fresh winds from S^W to
N^W and squally weather steering N^W
under all sail middle part also Looked
reared by I^W and squally weather
later part wind hauled round N^W
Looked ship and steered to the westward
employed in ship duty.

Friday Jan 27th
Came with a fresh breeze from N^W and
squally weather steering to the wind Starboard
tacks ahead reading N^W by N. and
Looked reared the main
topsail middle part wind hauled S^W steering
N^W by N. made sail also part wind hauled
S and blowing a gale employed in ship duty.

Saturday Jan 28th
Came with a gale from S and clear
weather steering N^W by N under all sail
middle part the same later part the
wind hauled S^W and squally weather
employed in ship duty.

Far Se. M. arriving Nov 1st
Sunday Jan 29th 1860
comes with fresh breeze from S.W. 1/2 N.
and squally weather. Steaming 4. 1/2 M. at
under all sail. She bears 1. Sails under
middle part took in light sails. Later
part jammed to back. Proceeds on
half speed.

Monday Jan 30th
comes with fresh variable wind from N.
to N.W. and rainy weather. Starting
the wind backed and she changed her tack
about 10 miles on. She is with ships standing
to the North and so look P.M. see ship
and double reefed her fore and main sails
and tried the mainmast mild. part
the same later part near ship ships but

Tuesday Jan 31st
comes with a fair wind from S.W.
and raining. Ship lost her back and
tacks and had to be in the 3rd place
under the wind. She made out
about 10 miles and made out the
part the same later part made out
employed in ships duty.

Wednesday February 1st 1860
comes with fresh breeze from S.W. 1/2 N.
and squally weather. Steaming 4. 1/2 M. at
under all sail. She bears 1. Sails under
middle part took in light sails. Later
part jammed to back. Proceeds on
half speed. She is with ships standing
to the North and so look P.M. see ship
and double reefed her fore and main sails
and tried the mainmast mild. part
the same later part near ship ships but
employed in ships duty.

I went out at morning light
The ship left for 2^d Box
We were with a S. breeze from NW
and made about 8 miles all day. A cloudy
weather made us put the same late part
of our run. The Capt. Morgan was ^{all} over
employed in Ship duty.

Friday Feb 3rd
Came with a fine crew from West
Hartford and after steering by the
sundials and compass last we bore
west look in soil and were up well before
the time it darkened and made all
light later Feb 4th and 5th I was
employed in making scales

Saturday Feb 24th
 Came with a fresh cargo from N. H. & S. H. Store
 by a small sail at 2 o'clock and left the land
 between 4 & 5 miles off shore. The goods
 in the ship were 1/2 New Bedford & 1/2 London.
 Took in about 1000 lbs of cargo. It made all
 sail running down & there is no other part
 of a mile compass in sailing and

Sunday Feb 15th
 Came out a calm and clear morning
 ship under all sail 6 o'clock I. M.
 gunned for a while - kept on
 took no sail - at the first the breeze
 at daylight made all good sail
 at 10 o'clock stopped reefed top sails
 under part the wind shifted ^W N

morning Light East of Chilly Rauffo
Monday Feb 6th 1861

Came on with a fresh breeze of wind from
N.W. and squally weather at 10 o'clock the ship
under full sail cruising round in sight
middle part the same at daylight made
the sail employed in looking out water

Tuesday Feb 7th
Came on with a fresh breeze from N.W. and
sunny weather ship under all sail cruising
Island of Rauffo bearing S.W. 20 miles the
sail in sight middle part the same at daylight
of wind began to under cloth up in air
later part the wind more moderate set
double reef top sail

Wednesday Feb 8th
Came on with a fresh breeze of wind from
N.W. and squally weather ship under short
sail cruising to Rauffo at 12 M. the
wind died away calm a heavy swell
running from the land middle part the
wind began to rise from S.W. later part
look in all sail set double reef top sail
blowing a gail of wind

Thursday Feb 9th
Came on with a gail of wind from S.W.
and evening ship under short sail the
sail in sight middle the same at day
light made all sail cruising round in
sight the same

Friday Feb 10th
Came on with a light breeze from S.W.
and clear weather ship under all sail
cruising at 10 o'clock 8 M. passed the
Island of Rauffo at 10 o'clock in sight middle
part the same at daylight

Barre Morning Star

Tuesday, Feb. 12th

Commenced with a light breeze from SW and squally weather ship under all sail cruising

at noon we hauled the barre out. About 3 o'clock P.M. again a new breeze it soon took in sail middle part the same daylight made all sail later part saw a bark & late

at dusk took ship & left after her

Wednesday, Feb. 13th

Commenced with light breeze ship under all sail chasing whales at noon P.M. lowered 4 or 500 fathoms going to the windward as it did not strike we too back & late at dusk along side middle part the same daylight made all sail later part

Thursday, Feb. 14th

Commenced with light breeze and clear weather ship under all sail cruising at noon we hauled the barre out. At 3 o'clock P.M. took in sail middle part blowing fresh daylight made all prudent sail later part employed in ship's duty

Friday, Feb. 15th

Commenced with a fresh breeze of wind from N and squally weather ship under all sail cruising at noon we hauled the barre out. At 3 o'clock P.M. took in light sails and hauled up the foremast and took in sail & sails in sight middle part the same daylight made all prudent sail later part the same employed in ship's duty

Coast of Calif. of the Island of Hawaii
Wednesday February 15th
Commenced with a fresh breeze from N
and cloudy weather ship under all topsails
crussing Deade took in sail 5 sails in sight
middle part the same later part of
The Ohio and The Charles W. Morgan

Thursday Feb - 16th
Commenced with a fresh breeze from N
and sunny ship under all topsails with
crussing Deade took in sail 5 sails in sight
middle part the same later part the
same sailing straight made all point
sail later part blowing fresh with
sailed 5 sails in sight in breaking
water and head

Friday Feb - 17th
Commenced with a fresh breeze from N
to N W, and squall weather ship under
short sail, crussing 4 sails in sight
middle part the same at daylight
made all point sail later part
in breaking out

Saturday Feb 18th
Commenced with a fresh breeze from N
to N W, and clear weather ship under
all sail crussing 5 sails in sight in middle
part wind hauled S. light breeze later part
the same employed in ships duty

Sunday Feb 19th
Commenced with a light breeze from N
and clear weather ship under all sail -
Deade took in the 5th Montgomery, Deade
middle and later part the same

Barb in cruise 11/12/18. Comes in
Monday February 20th 1850
Comes with a fresh breeze of wind from
NW to S and squally weather ship
under all sail cruising around the bar
Andoline Baker. A. P. Jones and Co. at
The same time part made all sail employed
in ships duty

Tuesday Feb. 21st
Comes with a light breeze from
NW to S and clear weather ship under
all sail at 10 o'clock. At 4 o'clock the
ship at anchor and back to the pier of
the same for sail. At 10 o'clock
the light made all sail and at 12 o'clock
the wind is what is going to the windward
and part employed in chasing whales

Wednesday Feb 22nd
Comes with a light breeze of wind from
NW to S and clear weather ship under all sail
chasing whales. At 10 o'clock the ship comes
on board to take the same and the ship
at 11 o'clock the same is employed
in ships duty. At 12 o'clock the ship
in chase, and Barb Andoline Baker employed
in ships duty

Thursday Feb. 23rd
Comes with a fresh breeze of wind from
NW to S and clear weather ship under all sail
at 10 o'clock the ship is in sail and at
11 o'clock the same is employed in ships duty
at 12 o'clock the ship is employed about deer the wind has
increased. At 1 o'clock

Crossed at 11:00 AM after the wind changed
Crossing of the wind of the ship
Friday February 24th 1866

Came with a strong breeze of wind from
N and clear weather, weather at
one mile to 10 miles the ship
and ship the in and gathered the breeze
in thick and fast out of the ship
and the ship was stopped at night on
board the alto-middle part - The fog cleared
up at day light made sea and wind
clear light was on board later got
clear and at night look in and when
lawing to

Saturday Feb. 25th
Came with a strong breeze from N and
clear weather the ship was
going to 10 miles to the right and the
same later part more moderate made all
prudent sail employed in ships duty

Sunday Feb 26th
Came with a strong breeze of wind from
N and squally weather ship under
sail heading at 4 o'clock spoke the ship
and began to get weather trying and
a bit later it was too late to sail
middle part the wind did change
clear at night made and sail
just the same

Monday Feb 27th
Came with a light breeze of wind from
N and clear weather ship under all
sail pressing on at day light
later the ship was in the
wind and sound at day light and
all prudent sail later and spoke the
ship was employed in ships duty

Dark & misty. I could
justly Feb 28th The Island of Kure
Commenced with a fresh breeze from
NW and clear weather. Left under
full sail arriving at Pahrak Pahrak, 10th
in sail & 10th at the next harbor.
It is not coming in sail. I could not
make out at all. It is kept here of
the NW and made all sail water.
Part the same employed about chases

Wednesday Feb 29th
Commenced with a fresh breeze from
NW and small weather. Ship at 10
in sail. Stevedores at 10 in sail. Stevedores
at 10 in sail. Stevedores at 10 in sail.
The wind shifted out of NW and came in
from the SE. The ship was at 10 in sail.
The wind shifted out of NW and came in
from the SE. The ship was at 10 in sail.
The wind shifted out of NW and came in
from the SE. The ship was at 10 in sail.

Thursday March 1st 1840
Commenced with a fresh breeze from
NW and rain. Ship at 10 in sail. Stevedores
at 10 in sail. Stevedores at 10 in sail.
The wind shifted out of NW and came in
from the SE. The ship was at 10 in sail.
The wind shifted out of NW and came in
from the SE. The ship was at 10 in sail.
The wind shifted out of NW and came in
from the SE. The ship was at 10 in sail.

Friday March 2nd 1840
Commenced with a fresh breeze from
NW and small weather. Ship at 10 in sail.
The wind shifted out of NW and came in
from the SE. The ship was at 10 in sail.
The wind shifted out of NW and came in
from the SE. The ship was at 10 in sail.

Coast of China Coasting

Re. 11th March

Date the March, 3rd 1860

Commenced with a sail of wind from
N. and running S. under short
sail. Starting at 10 AM. and took a good
at 3 o'clock P.M. raised the land of rain
N.W. 3/4 N. 20 miles off the shore
to the west side of the island at
which we were bound. The wind
was light and the weather was
fine. The land was low and the
coast was very fertile.

S. 11th March

Commenced with a light breeze from
N. and running S. under short
sail. Starting at 10 AM. and took a good
at 3 o'clock P.M. raised the land of rain
N.W. 3/4 N. 20 miles off the shore
to the west side of the island at
which we were bound. The wind
was light and the weather was
fine. The land was low and the
coast was very fertile.

Monday Mar 5th

Remained at anchor with a light breeze from
N. and running S. under short
sail. Starting at 10 AM. and took a good
at 3 o'clock P.M. raised the land of rain
N.W. 3/4 N. 20 miles off the shore
to the west side of the island at
which we were bound. The wind
was light and the weather was
fine. The land was low and the
coast was very fertile.

Remarks on Board

Wednesday April 10th 1860
 Commenced with a light breeze from
 the S. by E. and in the forenoon
 it freshened to a S. by E. breeze
 at 11 A.M. the wind hauled round to
 E. hauled in the stunsails and
 hauled down the stunsails and
 set the full main and mizzen
 sails and the ship sailed

On the 11th of April
 The wind was from the S. by E.
 at 10 A.M. the wind hauled round
 all sail stirring at 11 A.M. the
 sails were hauled down and the
 S. by E. set the stunsails middle and
 fore and the ship sailed

Thursday April 11th
 The wind was from the S. by E.
 at 10 A.M. the wind hauled round
 all sail stirring at 11 A.M. the
 sails were hauled down and the
 S. by E. set the stunsails middle and
 fore and the ship sailed

Friday April 12th
 Commenced with a fine breeze from
 the S. by E. and in the forenoon
 it freshened to a S. by E. breeze
 at 11 A.M. the wind hauled round
 all sail stirring at 12 A.M. the
 sails were hauled down and the
 S. by E. set the stunsails middle and
 fore and the ship sailed

Remarks on Board

Thursday March, 16th
Commences with fresh S.E. trades wind
and squally weather. Ship under all sail
starting at 11 A.M. Middle and later
part the same employed in fitting the
rigging

Friday March, 17th
Comes with fine S.E. trades and clear
weather. Ship under all sail starting
at 11 A.M. Middle and later part the same
employed in fitting the rigging

Saturday March, 18th
Comes with fine S.E. trades and
clear weather. Ship under all sail
starting at 11 A.M. Middle and later part
employed in breaking out flour

Sunday March, 19th
Comes with fine S.E. trades and
clear weather. Ship under all sail
starting at 11 A.M. at 4 o'clock a
large squall came on and
being to the windward and did
not reach the middle and later part the same

Monday March, 19th
Comes with fresh S.E. trade wind not clear
weather. Ship under all sail starting at 11 A.M.
middle part the same employed in
fitting the rigging



Bark. Morning Light

Thursday March 20. 1866
Comes with fine S.E. Trades and clear weather ship under all sail starting at 4 and at 4 o'clock
Capt. W. and shifted over the stowage
middle part the same later part
employed in getting the rigging

Friday March 21st
Comes with fine S.E. Trades and clear weather ship under all sail starting at 4
middle part the same later part
employed in getting the rigging

Saturday March 22nd
Comes with light S.E. Trades and clear weather ship under all sail starting at 4
middle part the same later part
employed in getting the rigging

Sunday March 23rd
Comes with light variable winds from S.E. and clear weather ship under all sail starting at 4
middle part shifted over the stowage
middle part employed in getting the rigging

Monday March 24th
Comes with light variable winds from S.E. and clear weather ship under all sail starting at 4
middle part the same later part
employed in getting the rigging

Remarks on Board the
Sunday March 25th 1841
Comes on with fine variable wind
some E. to S.W. and squally weather
at intervals. At 10 A.M. the
sloop is out in the bay. At 4 P.M. the
sloop is brought to anchor at the same

Monday Mar. 26th
Comes with light breezes and squally
other ship under all sail standing
by. At 10 A.M. the sloop is
at anchor. The wind is light and
round N.E. took in the main
topmast stay at 10 P.M. and
the sloop is at anchor.

Tuesday Mar. 27th
Comes with light and variable winds from
N.E. and clear weather ship under
all sail standing by. At 10 A.M. the sloop
aboard at 4 o'clock P.M. took in topmast and
lower stunsail middle part the same later
put up at 10 P.M. and the sloop is at anchor.

Wednesday Mar. 28th
Comes with light and variable winds from
N.E. and clear weather ship under
all sail standing by. At 10 A.M. the sloop
aboard at 4 o'clock P.M. set the topmast
and topgansail stunsail middle part the
same at daylight - took out after Charrcoal
to smoke ship to kill rats at 4 o'clock
at 10 P.M. the sloop is at anchor. At 10 P.M.
the sloop is at anchor. The sloop is at anchor
in taking down the rigging.

Barque Morning Light

Thursday March 29th 1860
Commences with light variable winds
and clear weather. Ship under all sail
starting A.M. at 10 o'clock P.M. took of
the cables and stowed down some empty
casks middle part the same later part
of the day in stowing up the lower rigging.

Friday Mar. 30th
Comes with light variable winds and
clear weather. Ship under all sail
starting A.M. at 10 o'clock P.M. took of
the cables and stowed down some empty
casks middle part the same later part
of the day in stowing up the lower rigging.

Saturday Mar. 31st
Comes with a light breeze from N.E.
and clear weather. Ship under all sail
starting A.M. at 10 o'clock P.M. took of
the cables and stowed down some empty
casks middle part the same later part
of the day in stowing up the lower rigging.

Sunday April 1st 1860
Commences with light breezes from
N.E. to N.W. and clear weather. Ship
under all sail starting A.M. at 10 o'clock
P.M. took of the cables and stowed down
some empty casks middle part the same
later part of the day in stowing up the
lower rigging.

Monday April 2nd
Comes with light breezes and squalls
Ship under all sail starting A.M. at 10 o'clock
P.M. took of the cables and stowed down
some empty casks middle part the same
later part of the day in stowing up the
lower rigging.

Remarks on Board

Tuesday. April. 3rd 1860

Commences with strong breezes and
squally weather ship under all sail
steering close hauled Starboard tack.
aboard middle part the same at
noon. The carrying sail very high
and shined a sea and carried away
the Bow Boat and both chains the
foat being along side hauled a back
the main yard and hauled part
of the fore and aft sheeting down
fore with later part employed in ship.

Wednesday April 4th

Comes with strong N.E. breezes and
squally weather ship under all
sail steering close hauled
Starboard tack. The
fore made sail later part employed
in fitting the rigging.

Thursday April 5th

Comes with strong N.E. breezes and
squally weather ship under all sail
steering close hauled Starboard tack.
aboard middle part of the fore
and main chain enter the wind
decreased. made all sail employed in
ships duty.

Friday April 6th

Comes with strong breezes and squally
weather ship under all sails steering
close hauled Starboard tack. The
fore made sail later part employed in
ships duty.

Budd Morning Light

Saturday April 6th
Commences with strong winds and
squall weather ship under all sail
starting N by E at 2 o'clock
the boat in the forenoon sail
the boat in the forenoon sail
the boat in the forenoon sail

Sunday April 7th
Comes with strong N.E. trades
and squally weather ship under
all sail starting N by E at 2 o'clock
the boat in the forenoon sail
the boat in the forenoon sail
the boat in the forenoon sail

Monday April 8th
Comes with strong N.E. winds and
squally weather ship under all sail
starting N by E at 2 o'clock
the boat in the forenoon sail
the boat in the forenoon sail
the boat in the forenoon sail

Tuesday April 9th
Comes with heavy breezes and
squally weather ship under all sail
starting N by E at 2 o'clock
the boat in the forenoon sail
the boat in the forenoon sail
the boat in the forenoon sail
The same employed in mending sail

Remarks On Sails

Wednesday April 11th - 1861
Commences with fresh breeze from N.E.
and squally weather ship under single
sloopsails storming. At 11 standard tack
board middle part the same later
part took the reef out of the topsails
and set maintopgarnsil employed in
mending sails

Thursday April 12th
Comes with fresh breeze and squally
weather ship under topsails storming
At 11 standard tack aboard middle part
made all sail later part employed in
mending sails

Friday April 13th
Comes with fresh variable winds and
squally weather ship under all standing
At 11 standard tack aboard at
2 o'clock I went down the main
tackled to mend and sent up a man on
middle part the same later part
took in the star sail employed in
mending sails

Saturday April 14th
Comes with strong variable winds from
S.E. to E. and squally weather ship
under all sail storming. At 11 standard
tackled middle part the same
later part employed in mending

Sunday April 15th
Comes with fresh variable winds and
cloudy weather ship under all sail
at 2 o'clock sent down the star sail
and sent up a man on middle part
and later part employed in mending

Back Morning Light

Monday April 16th - 1860
Commenced with light variable wind
and clear weather ship under all sail
last haul took in the light sail
middle part of storm came and ship
went to sea at 1. 11 sail set and
the main topmast to repair

Tuesday April 17th
Comes with variable wind from N.E. and
squally ship under all sail last haul
carried last haul and 1. 10 sail
up the main topmast middle part a
calm later part a breeze sprang up
employed in mending the sails

Wednesday April 18th
Comes with fine wind from W and
clear weather ship under all sail storm
the W wind took in the light sail
down the main topmast middle
part the main topmast part two and
haulid. N.E. showing fresh took in
the main topmast employed in mending
the sails

Thursday April 19th
Comes with fine wind from W and
clear weather ship under all sail
storm the W wind took in the light sail
the main topmast middle part
part main all sail set 1. 10 sail
the wind showed clear 1. 11 sail
later part employed in mending
the sails

Remarks On Board

Friday. April, 20th 1866
Commenced with a fresh breeze of wind from S.W. by S. and rain. Ship under all sail steering N.W. by N. Middle part the same took in the fore and main topsails later put out the main topmast. Employed in other duty.

Saturday Apr. 21st
Commenced with strong and variable winds and squalls ship under topsails steering N.W. by N. Middle part the same later put employed in ship duty.

Sunday Apr. 22nd
Commenced with a fresh breeze of wind from S.W. by S. and squalls. Ship under all sail steering N.W. by N. Middle part the same later the wind hauled round and employed in ship duty.

Monday April, 23rd
Worked with a fresh breeze from S and squalls. Ship under all sail steering N.W. by N. Looked in the light sail and observed raised the topmasts forced the mainmast middle part in gale of wind and rain at 2 o'clock. Sailed to the wind aloft raised the main topmast and hauled the foresail later put the same.

Barb. Morning Light
Thursday April 24th

Commenced with a gale of wind
from South by East ship lying
under about 1000 sail in
one light breeze of 10 knots and at
the same middle part the same
with sail struck and out of the
ground

Friday April 25th
Commenced with a gale of wind from S. E.
and by 1000 sail in one light breeze
of 10 knots and at the same middle
part the same with sail struck and
out of the ground

Saturday April 26th
Commenced with a gale of wind from S. E.
and by 1000 sail in one light breeze
of 10 knots and at the same middle
part the same with sail struck and
out of the ground

Sunday April 27th
Commenced with a fine breeze from S. W. and
clear weather ship under all sail during
by the wind lashed racks aboard at
4 o'clock the land being at distance
20 miles at 10 o'clock the wind
shifted from the land (middle part)
The same at 10 o'clock the wind
shifted and lashed racks aboard at
10 o'clock the land being at distance

Count of 1000 sail

Mrs. J. H. [unclear] [unclear]
[unclear] on [unclear]
Saturday April " 28th 1860

Then moved with a gail wind from S W
and the weather ship under double reef
sailed 10.30. I on the barbed took at one
clock 11. a bit of sea. The air in front
middle part were ship at daylight made
sail starting by the wind later part the same

Saturday Apr 29th

Monday Apr. 26th

Boats with fresh buoys and sailing ship
under short sail rounding middle part
the bay into daylight - made out west end
about 10 for the land base of
single hill in center of western side of
of the island.

Dec. 14, 1860

Came with a strong breeze of wind from N. and squally weather they would all sail a lading of a net on starboard and carboard boat gone ashore after fish at 5 o'clock came on board. Stood off shore at sundown took in the net and the carboard boat by light. At 10 o'clock the fore top sail and mainsail were put up. Employed in beating out after water.

St. John's, Nfld.

Wednesday May 2nd 1866

Commenced with strong breeze and
staring close hauled starboard tack
about a o'clock P.M. shook the ruffs
out of the fore and main topmast
at sundown took in sail and rode ship
till the next day when later part of day
in the fore part of the foremast

Thursday May 3rd

Came with a gale of wind from N.W. and
staring weather ship's starting by the wind
starboard tack about sundown at 5 P.M.
at 10 o'clock in the foremast
till the next day when later part of day
in the foremast

Friday May 4th

Came with a gale of wind from N.W. and
staring weather ship's starting by the wind
starboard tack about sundown at 5 P.M.
at 10 o'clock in the foremast
till the next day when later part of day
in the foremast

Saturday May 5th

Came with a gale of wind from
N.W. and clear weather ship's starting
about 10 o'clock at 1 o'clock set the
mainmast girt and sprunked one ruff
of the mainmast Middle part the same
at 1 o'clock set the mainmast a later part
of the day in the foremast

Summary for April

Summary for April

Remains with a light breeze of wind from the north
and a calm sea. The wind middle part the same the sea
calm and the wind somewhat raised to
the blowing of the sail in wind

Monday May 1st 1866

Wormy with a fresh breeze of wind from
S.W. at 10 A.M. made sail and left
at 11 A.M. at 12 A.M. the wind
in sight and supply to the wind
Middle part the same at three o'clock left
at 4 A.M. at 5 A.M. the wind

Tuesday May 2nd

Wormy with a fresh breeze from S.W.
at 10 A.M. the wind middle part the same
at 12 o'clock A.M. made sail and left
of A.M. of the latter part the same

Wednesday May 3rd

Wormy with a fresh breeze from S.W.
at 10 A.M. the wind middle part the same
at 12 o'clock A.M. made sail and left
land in sight - latter part the same

April 1st - 11 A.M.

Remarks on Board

Monday, May 14th 1860
Came with light wind and very
pleasant. The ship was steering
of the wind meeting at 10 o'clock
and at 11 o'clock the wind
died and we made up sail. The part
of the day was very fine
at 1 o'clock the same

Tuesday, May 15th
Came with light wind and very
pleasant. The wind hailed round S E
at 1 o'clock the wind hailed round S E
at 2 o'clock the wind hailed round S E
The wind hailed round S E at 3 o'clock
The same employed in ship's duty

Wednesday, May 16th
Came with a fair breeze and fine
at 1 o'clock the ship made all sail
at 2 o'clock the ship made all sail
The same employed in ship's duty

Thursday, May 17th
Came with strong breeze and fine
at 1 o'clock the ship made all sail
at 2 o'clock the ship made all sail
The same employed in ship's duty

Friday, May 18th
Came with a light breeze and fine
at 1 o'clock the ship made all sail
at 2 o'clock the ship made all sail
The same employed in ship's duty

Friday Morning, May 19th

Saturday, May, 19th 1860
Commenced with a strong wind
and rainy ship under all sail
close under starboard tack
made all sail stirring B. C. Middle part
the same in full power ship

Sunday, May 20th
Commenced with a strong wind
and rainy ship under all sail
made all sail stirring B. C. Middle part
the same in full power ship
and clear weather

Monday, May 21st
Commenced with a light breeze
and clear weather ship under all sail
made all sail stirring B. C. Middle part
the same in full power ship

Tuesday, May 22nd
Commenced with a light breeze
and clear weather ship under all sail
made all sail stirring B. C. Middle part
the same in full power ship

Wednesday, May 23rd
Commenced with strong breeze from N. N. W.
and cloudy ship under all sail stirring
B. C. Middle part the same in full power ship
and rainy later part the
same employed in ship's duty

Remarks on Board the

Thursday, March 24th 1866
Came with light breeze from
and rain. Ship under full sail during
P.M. & at 1 P.M. the wind
and at 2 P.M. the middle part
of the foremast was struck down. The
ship was employed in ship's duty.

Friday, March 25th
Came with a strong breeze and heavy
rain. Ship under full sail during
P.M. & at 1 P.M. the wind
and at 2 P.M. the middle part
of the foremast was struck down. The
ship was employed in ship's duty.

Saturday, March 26th
Came with a strong breeze and heavy
rain. Ship under full sail during
P.M. & at 1 P.M. the wind
and at 2 P.M. the middle part
of the foremast was struck down. The
ship was employed in ship's duty.

Sunday, March 27th
Came with a strong breeze and heavy
rain. Ship under full sail during
P.M. & at 1 P.M. the wind
and at 2 P.M. the middle part
of the foremast was struck down. The
ship was employed in ship's duty.

Journal of the ...

Monday May 28th 1860

Commenced with a fresh breeze and clear weather ship under all sail ... at daylight took in sail and luffed to the wind Middle part the same at daylight made all sail and kept off later, but was employed in getting the ...

Tuesday May 29th

Continued with a fresh breeze and clear weather ship under all sail ... at daylight made all sail and kept off later, but was employed in getting the ...

Wednesday May 30th

Continued with a fresh breeze and clear weather ship under all sail ... at daylight made all sail and kept off later, but was employed in getting the ...

Thursday May 31st

Continued with a fresh breeze and clear weather ship under all sail ... at daylight made all sail and kept off later, but was employed in getting the ...

Thursday June 1st

Friday June 2nd

June, Friday June 2nd - 1860

Went to the ship

Commenced with a fair breeze from the north
and the ship under all sail standing
in for the land, at one o'clock lowered
J B and J B and went in a fishing
boat at 2 P.M. the boat came on board run
down to the leeward of the island and took
in sail Middle part - The same later
at daylight made all sail steering
for the Hooker

Friday June 2nd
Commenced with a fair breeze from the north
and the ship under all sail standing
in for the land, at one o'clock lowered
J B and J B and went in a fishing
boat at 2 P.M. the boat came on board run
down to the leeward of the island and took
in sail Middle part - The same later
at daylight made all sail steering
for the Hooker

Went to the ship

Saturday June 3rd

Commenced with a light breeze from the north
ship under all sail steering for the land
at 10 A.M. distance 20 miles and at 1 P.M.
the boat came on board run down to the
leeward of the island and took in sail
and stood in for the land latter part of the day

Sunday June 4th

Commenced with a fair breeze from the north
ship under all sail steering for the land
at 10 A.M. distance 20 miles and at 1 P.M.
the boat came on board run down to the
leeward of the island and took in sail
and stood in for the land latter part of the day

Friday June 8. Arrived at
Ponape, on the 10. in morning
Departed for the 11th
Commenced with a fresh breeze and clear
weather and at daylight made sail
at stake, took in part middle part
to same at 5 o'clock made all prudent
sail later part the same employed
in ship

Saturday June 9th
Commenced with a fresh breeze and clear
weather and at daylight made sail
at stake, took in part middle part
to same at 5 o'clock made all prudent
sail later part the same employed in ship

Sunday June 10th
Commenced with a fresh breeze and clear
weather and at daylight made sail
at stake, took in part middle part
to same at 5 o'clock made all prudent
sail later part the same employed in ship

Monday June 11th
Commenced with a fresh breeze and clear
weather and at daylight made sail
at stake, took in part middle part
to same at 5 o'clock made all prudent
sail later part the same employed in ship
Saturday June 9th

Commenced with a fresh breeze and clear weather ship
at daylight made sail at stake, took in part middle part
to same at 5 o'clock made all prudent sail later part the same
employed in ship

Sunday Morning 11th
 You have seen Spot & have
 been away with a fresh breeze from the
 north-east all night with all sail
 during I. at twelve, lowered the boats
 and took in sail. The boat went
 a short way along shore at dawn. The
 boat took in sail at daybreak. The
 boat in sail and took in sail at daybreak
 the same at daylight - made sail

Monday June 11th
 Came with a fresh breeze and clear weather
 ship under all prudent sail crossing
 at twelve gained the bar. Kipp
 and took in sail. Middle part of the
 day the boat took in all sail
 and in ship at daybreak

Tuesday June 12th
 Came with a fresh breeze and clear
 weather ship under all prudent sail
 crossing one sail in sight at twelve
 took in sail. Middle part the same
 at daylight made sail latter part employed
 in hauling out blackfish net

Wednesday June 13th
 Came with a strong breeze from the
 north-east weather ship under all
 prudent sail crossing at dawn. The
 boat took in sail after dark. The
 L.B. and W.B. brought a blackfish
 at sundown took in sail
 Middle part the same at daylight
 took in sail and took in sail at daybreak
 latter part the same employed in
 hauling out blackfish net

Thursday Morning Vigil

Thursday, June 14th 1860

Came with a stormy night from 11 o'clock
and clear weather. The weather was
to get better. The ship was at 10 o'clock
10 P.M. took in sail and left for the
wind blowing at the time at the
right made sail and left off 11 o'clock.
The part employed in breaking out water.

Friday, June 15th

Came with a full cargo of goods from
the ship and the ship was at 10 o'clock
10 P.M. took in sail and left for the
wind blowing at the time at the
right made sail and left off 11 o'clock.
The part employed in breaking out water.

Saturday, June 16th

Came with a full cargo and a large
ship and the ship was at 10 o'clock
10 P.M. took in sail and left for the
wind blowing at the time at the
right made sail and left off 11 o'clock.
The part employed in breaking out water.

Sunday, June 17th

Came with a full cargo and a large
ship and the ship was at 10 o'clock
10 P.M. took in sail and left for the
wind blowing at the time at the
right made sail and left off 11 o'clock.
The part employed in breaking out water.

Barb's Morning Light

Monday June 17th 1863

Remained with light breeze from S. W. wind
and light water. Ship under all sail steering
close hauled starboard tack, ahead heads
S. by E. Middle part the same. Late
part a calm breeze in evening
the ship in port.

Tuesday June 18th

Came with a light breeze from S. W. wind
clear weather. Ship under all sail steering
close hauled. Making light the head
tack, ahead. Middle part a calm breeze
in evening in port.

Wednesday June 19th

Remained with light breeze from S. W. wind
clear weather. Ship under all sail steering
close hauled. Making light the head
tack, ahead. Middle part a calm breeze
in evening in port.

Thursday June 21st

Came with light breeze from S. W. wind
clear weather. Ship under all sail steering
close hauled. Making light the head
tack, ahead. Middle part a calm breeze
in evening in port.

Friday June 22nd

Remained with light breeze from S. W. wind
clear weather. Ship under all sail steering
close hauled. Making light the head
tack, ahead. Middle part a calm breeze
in evening in port.

Fark Morning Flight

Saturday, June 23rd 1861

Went with light variable winds from N to W. Under all sail starting to the southward at daylight. Middle part of the day employed in painting the boats & sail in sight - Starting to the southward

Sunday, June 24th

Came with light variable winds from N to W. Under all sail starting to the southward at daylight. Middle part of the day employed in painting the boats & sail in sight

Monday, June 25th

Came with light variable winds from N to W. Under all sail starting to the southward at daylight. Middle part of the day employed in painting the boats & sail in sight

Tuesday, June 26th

Came with light variable winds from N to W. Under all sail starting to the southward at daylight. Middle part of the day employed in painting the boats & sail in sight

Wednesday, June 27th

Came with light variable winds from N to W. Under all sail starting to the southward at daylight. Middle part of the day employed in painting the boats & sail in sight

Black Morning Light

Comes with a white haze from
the west clear weather ship under
sail steering eastward heading
S. by E. distant 10 miles. Biddle
part the same as before. The
ship and sails are visible
part from weather employed in ships day

Friday June 29th
Comes with West-south-west winds and
clouds with rain and employed in
ships day. The ship and sails are
visible. The weather is cloudy with
synally with rain and employed in ships day.

Saturday June 30th
Comes with strong winds and
clouds with rain and employed in
ships day. The ship and sails are
visible. The weather is cloudy with
employed in ships day.

Sunday July 1st
Comes with strong winds and
clouds with rain and employed in
ships day. The ship and sails are
visible. The weather is cloudy with
employed in ships day.

Monday July 2nd
Comes with a fresh breeze from S. by E. and
clear weather ship under sail steering
eastward heading S. by E. distant 10 miles.
Biddle part a strong breeze from
the west like part-torped ship

Black Morning Light

Thurs. Jan. 3rd 1840

Come on with a strong breeze and squally
ship under main top sail standing
about heading S. by E. S. Starboard tack
aboard Middle part the same little, were
employed in ship's duty

Fri. M. 4th day. Jan. 4th

Come with a strong breeze from S. by E.
and squally weather ship under main top
sail standing about heading S. by E. S. Starboard
tack at 10.00 A.M. took over board
tack in the right sail and double reefed
the foretop sail Middle part the same
employed in ship's duty

Sat. M. 5th day. Jan. 5th

Come with a strong breeze from S. by E.
and squally weather ship under main top
sail standing about heading S. by E. S. Starboard
tack at 10.00 A.M. took over board
tack in the right sail and double reefed
the foretop sail Middle part the same
employed in ship's duty

Sun. M. 6th day. Jan. 6th

Come with a strong breeze from S. by E.
and clear weather ship under main top
sail standing about heading S. by E. S. Starboard
tack at 10.00 A.M. took over board
tack in the right sail and double reefed
the foretop sail Middle part the same
employed in ship's duty

Mon. M. 7th day. Jan. 7th

Come with a strong breeze from S. by E.
and clear weather ship under main top
sail standing about heading S. by E. S. Starboard
tack at 10.00 A.M. took over board
tack in the right sail and double reefed
the foretop sail Middle part the same
employed in ship's duty

Bark Morning Light

Thursday July 8th 1860

Coming over with a gentle breeze from
S. S. W. and the steamer ship under
a full sail. The ship S. S. #1000000 1000
was in the 2nd stage of the 3rd stage
and finished the 1st stage and had
about the 2nd stage on the side
the 1st stage the 2nd stage and
the 3rd stage the 4th stage and

Monday Jan 1. 1850

Came with a gentle breeze and fair
 weather ship under all sail during P. M.
 of the 10th and took about 11 o'clock
 for the Cape of Good Hope. At 3 o'clock
 we were up from the Cape and engaged in fighting
 a black fish.

1850

Horns with a gentle breeze and a few
 clouds in the sky. The sun was
 shining brightly. The water was
 calm and the air was fresh. The
 mountains were in the distance.

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comes with him. I tracked and saw
sweating ship under full sail, showing
the G. B. Starboard Turret, a hard
shell just the same, rather full a stone
weight and usually employed in breaking
out after water.

Thursday June 12th

Comes with strong W. wind as usual
and weather shipy in all this
sturdy May I find it true. I have
a cold and rather fat the same
morning at last I shall

Buck Morning Light

Friday July 13th 1860
Commenced with strong W. breeze
and was weathering ship under all
sail during the day. Heard to be
about 10 miles and then past the
same and engaged about 10 miles.

Saturday July 14th
Commenced with strong W. breeze and squally
ship under all sail during the day.
Heard to be about 10 miles and
then past the same and engaged in
the day.

Sunday July 15th
Commenced with strong W. breeze and squally
ship under all sail during the day.
Heard to be about 10 miles and
then past the same and engaged in
the day.

Monday July 16th
Commenced with strong W. breeze and squally
ship under all sail during the day.
Heard to be about 10 miles and
then past the same and engaged in
the day.

Tuesday July 17th
Commenced with strong W. breeze and squally
ship under all sail during the day.
Heard to be about 10 miles and
then past the same and engaged in
the day.

Wednesday July 18th
Commenced with strong W. breeze and squally
ship under all sail during the day.
Heard to be about 10 miles and
then past the same and engaged in
the day.

Bark Morning Star

Thursday July 19 - 1860

Commenced with strong S. E. winds and
clear weather ship under all sail started
for Rehoboth at one o'clock took in
the light sails at 2 o'clock hauled Red
H. Bunt the night went ashore at 6 o'clock
came on board raised up sharp and
stood off shore Middle part lying off
and on at daylight took in the other
sails and got the line for all the line and saw
the line of the island and
up can be and further the sails of
the Bark under all the sails

Friday July 20th

Came with strong S. E. winds and
clear weather ship under all sail started
for Rehoboth at one o'clock took in
the light sails at 2 o'clock hauled Red
H. Bunt the night went ashore at 6 o'clock
came on board raised up sharp and
stood off shore Middle part lying off
and on at daylight took in the other
sails and got the line for all the line and saw
the line of the island and
up can be and further the sails of
the Bark under all the sails

Saturday July 21st

Came with a strong breeze from W. and
clear weather ship under all sail
started for Rehoboth at one o'clock
took in the light sails at 2 o'clock
hauled Red H. Bunt the night went
ashore at 6 o'clock came on board
raised up sharp and stood off shore
Middle part lying off and on at
daylight took in the other sails and
got the line for all the line and saw
the line of the island and up can be
and further the sails of the Bark
under all the sails

C. M. Rogers

C. M. Rogers

Barth. Morning Light -
Lying at anchor in Chesapeake Bay
Thursday July 26th 1880
Came with a fresh breeze and clear weather
the ship at anchor the next day
began getting wood and a new at.
The wind came in hard. Middle part
the same at anchor the next day and
went out on the water. The
water employed in getting the wood
and water.

Friday July 27th
Came with a fresh breeze and clear weather
the ship lying at anchor at 10
the wind came in hard the next day
went out on the water. The
water employed in getting the wood
and water.

Saturday July 28th
The wind strong and clear weather
the ship lying at anchor at 10
off wind and water at anchor. Brought
the boat the two men away from the vessel
in a way out of the harbor and
the ship left the harbor at 10
the ship at anchor and water on
the next day went employed in
getting wood and fresh water on the
deck.

Sunday July 29th
Came with strong wind and clear weather
the ship lying at anchor and each on
the water. Middle part the ship at anchor
and water out of the harbor for good. The
vessel was and boat was in the
port.

Back Morning Light
Lying at anchor in Sydney Bay
Monday July 30th 1860
Came with strong breeze and squally
ship lying at anchor all hands about
midst part the same with first
employed in getting wood and water

Tuesday Aug 31st
Came with strong breeze and squally
ship lying at anchor all hands
on board stowing down wood and
water with first part the same
and a good part of the same
stowed anchor

Wednesday Aug 1st 1860
Came with a good breeze and
sunny ship lying at anchor all
hands on board finished stowing
wood and water. Midst part the
same. Late part a light breeze and
clear weather employed in painting ship

Thursday Aug 2nd
Came with gentle breeze and
clear weather all hands on board
Midst part the same. Late part
breeze and clear weather
employed in painting ship

Friday Aug 3rd
Came with gentle breeze and
sunny ship lying at anchor all
hands on board. Midst part the
same. Late part strong off the
after. Late and clear in the
day and anchor

Barb. Morning Light
Saturday Aug. 4th

Came with gentle breeze and clear
weather ship getting ready for sea at
10 o'clock got under way and stood for
the island of Dominica. Mid. the fore-
noon lay off and on at various distances
the H. Band B. Band went ashore
after dinner and but did not get home
before the boat was on
board

Sunday Aug. 5th

Came with a good breeze and squally
weather ship getting ready for running
down the coast. Dominica and St. Vincent
at 6 o'clock stood in the wind for
Magdalen. Mid. the fore-noon
the Spanish schooner came past bearing
up for the island.

Monday Aug. 6th

Came with strong SE breeze and
clear weather ship under way. At 10 o'clock
stood up to the island
of Magdalen at 1 o'clock in the fore-noon
at 2 o'clock the ship in under
the land clothed and the fore-top
Mid. the fore-noon stood on at
daylight covered the ship. At night went
down the coast brought off one boat
boarded and seized.

Tuesday Aug. 7th

Came with strong SE breeze and
squally ship under clothed and topsails
laying off and on two boats were sent
to look for the boat seen on Sunday. Boat
with some men down for and was seen two
times on the wind. Took aboard
Mid. the fore-noon the Spanish schooner
came past.

Barth Morning Light

Monday Aug. 8th 1860
Came with strong strong breeze and
spray ship under double reef sail
standing by the wind. Starboard tack
about 11 o'clock and later part the
same employed in getting the spar
down.

Tuesday Aug. 9th
Came with strong breeze and heavy rain
spray ship under double reef sail
standing by the wind. Starboard tack
about 11 o'clock and later part the
same employed in getting the spar
down. The main topmast and
mizzen topmast were set up the
mizzen topmast.

Wednesday Aug. 10th
Came with a fresh breeze and heavy
rain spray ship under double reef sail
standing by the wind. Starboard tack
about 11 o'clock and later part the
same employed in getting the spar
down. The main topmast and
mizzen topmast were set up the
mizzen topmast.

Thursday Aug. 11th
Came with a fresh breeze and heavy
rain spray ship under double reef sail
standing by the wind. Starboard tack
about 11 o'clock and later part the
same employed in getting the spar
down. The main topmast and
mizzen topmast were set up the
mizzen topmast.

Barb Woodwing Log

Sunday August 12th
Came with a strong breeze and squally
ship under all present sail
steering to the Eastward. Wind, rain
the same latter part clear weather

Monday Aug 13th
Came with a strong breeze and squally
ship under main top gallant sail steering
about South by East. At daylight took
about 1000 lbs of pork in the night and
about 1000 lbs of meat and some more
clear weather

Tuesday Aug 14th
Came with a light breeze from E.N.E.
and clear weather. Ship under all sail
steering East. Had the barrels of pork
hoisted on board. At daylight took
about 1000 lbs of pork in the night and
about 1000 lbs of meat and some more
clear weather

Wednesday Aug 15th
Came with a light breeze and clear
weather. Ship under all sail steering
East. Had the barrels of pork
hoisted on board. At daylight took
about 1000 lbs of pork in the night and
about 1000 lbs of meat and some more
clear weather

Thursday Aug 16th
Came with a light breeze and clear
weather. Ship under all sail steering
East. Had the barrels of pork
hoisted on board. At daylight took
about 1000 lbs of pork in the night and
about 1000 lbs of meat and some more
clear weather

Friday, August 17th 1860

Friday, August, 17th 1860
Commenced with a strong breeze from
East clear weather ship under all
sails and proceeded to the westward
at 10 o'clock passed the light house
and continued the same

Saturday Aug. 18th
Commenced with a gentle breeze from East and
clear weather ship under all sails and proceeded
to the westward at 10 o'clock passed the
light house and continued the same at 12 o'clock set the main top gall sail

Sunday Aug. 19th
Commenced with a strong breeze from East squally ship
under all sails and proceeded to the westward
at 10 o'clock passed the light house and continued
the same at 12 o'clock set the main top gall sail

Monday August 20th
Commenced with a strong breeze from East squally
ship under all sails and proceeded to the westward
at 10 o'clock passed the light house and continued
the same at 12 o'clock set the main top gall sail
clear weather and a steady breeze the
work employed about the same

Tuesday Aug 21st
Commenced with a strong breeze from East squally
ship under all sails and proceeded to the westward
at 10 o'clock passed the light house and continued
the same at 12 o'clock set the main top gall sail
about 10 o'clock and continued the
same employed about the same

Box E. Working Light

Wednesday, August 22nd
Commences with a light breeze and clear
weather. Ship anchors at 10 AM. Head
about 100° about heading S. by E.
Wind and sea part a rain squall
in fixing the mixed stow.

Thursday, Aug 23rd
Commences with a light breeze and clear
weather. Ship anchors at 10 AM. Head
about 100° about heading S. by E.
Wind and sea part the
same employed in stowing up the
stowage.

Friday, Aug 24th
Comes with a calm and clear
weather. Ship anchors at 10 AM. Head
about 100° about heading S. by E.
Wind and sea part a rain squall
in fixing the mixed stowage.
Ship anchors at 10 AM. Head
about 100° about heading S. by E.
Wind and sea part the
same employed in stowing up the
stowage.

Saturday Aug 25th
Commences with a light breeze and clear
weather. Ship anchors at 10 AM. Head
about 100° about heading S. by E.
Wind and sea part a rain squall
in fixing the mixed stowage.
Ship anchors at 10 AM. Head
about 100° about heading S. by E.
Wind and sea part the
same employed in stowing up the
stowage.

Sunday Aug 26th
Comes with a light breeze and clear
weather. Ship anchors at 10 AM. Head
about 100° about heading S. by E.
Wind and sea part a rain squall
in fixing the mixed stowage.
Ship anchors at 10 AM. Head
about 100° about heading S. by E.
Wind and sea part the
same employed in stowing up the
stowage.

Barb Morning High

Monday August 27th
 (on) in a north wind from the
 N.E. and the weather was
 fine. I, J. C. captured a
 hawk and killed the usual number
 of rats and mice.

Tuesday Aug. 28th
 (on) with a fair breeze from N.E. and
 very light rain all night. The
 storm of 1st August at 10 o'clock was
 another storm from the N.E. which
 lifted the bar and manifested itself
 just before the sun set again at
 daylight, moderate rain fell. Just the
 usual number of rats.

Wednesday Aug. 29th
 (on) with strong variable winds from
 N.W. to S.W. and the ship was
 all night blowing S.E. at 10 o'clock
 stood at anchor. The tide in the light was
 high. Just at the painting of the
 the first time was employed in the
 day.

Thursday Aug. 30th
 (on) with fresh variable winds from
 S.W. and the ship was all
 present and all hands. The
 were about at anchor and the
 sailing. At 11 o'clock 3 miles to the
 the land. The first employed in the
 up to the point. The ship was
 about the 4th of 5, capt and the
 other with the 4th of 5 off with change.

Vilagins Feb. 1st. Vol. 1. 23. 7. 1855.

Sept 1st 1860

B. B. Messing 4111

Receiving ship Pittsburg Sept. 1st 1860

Friday Aug. 31st 1860, long

the ship came off with all sail flying off and
at the sound of the gun shot at
boarded the ship and the enemy it was
at 10 o'clock the ship was at the bottom
of the boat and the ship was
at the bottom of the boat and the ship was

B. B. Messing 4111

Saturday September 1st 1860

the ship came off with all sail flying off and
at the sound of the gun shot at
boarded the ship and the enemy it was
at 10 o'clock the ship was at the bottom
of the boat and the ship was

the ship came off with all sail flying off and
at the sound of the gun shot at
boarded the ship and the enemy it was
at 10 o'clock the ship was at the bottom
of the boat and the ship was

Sunday, Sept. 2nd 1860

the ship came off with all sail flying off and
at the sound of the gun shot at
boarded the ship and the enemy it was
at 10 o'clock the ship was at the bottom
of the boat and the ship was

the ship came off with all sail flying off and
at the sound of the gun shot at
boarded the ship and the enemy it was
at 10 o'clock the ship was at the bottom
of the boat and the ship was

Monday, Sept. 3rd

the ship came off with all sail flying off and
at the sound of the gun shot at
boarded the ship and the enemy it was
at 10 o'clock the ship was at the bottom
of the boat and the ship was

Sept 1st 1860

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Rising Morning Light - 1866

Tuesday, September 4th 1866
Came with a fair breeze from N. E. and
sailed at 10 A.M. all sail set
10 A.M. Middle part of the forenoon
employed in mending the sails.

Wednesday, Sept 5th
Came with a fair breeze from N. E. and
sailed at 10 A.M. all sail set
10 A.M. Middle part of the forenoon
employed in mending the sails. At 2 P.M.
down the gulf stream to wind with the forenoon
breeze and heavy rain. Squalls took in the light sails.

Thursday, Sept 6th
Came with a fair breeze from N. E. and
sailed at 10 A.M. all sail set
10 A.M. Middle part of the forenoon
employed in mending the sails. At 2 P.M.
down the gulf stream to wind with the forenoon
breeze and heavy rain. Squalls took in the light sails.

Friday, Sept 7th
Came with a fair breeze from N. E. and
sailed at 10 A.M. all sail set
10 A.M. Middle part of the forenoon
employed in mending the sails. At 2 P.M.
down the gulf stream to wind with the forenoon
breeze and heavy rain. Squalls took in the light sails.

Saturday, Sept 8th
Came with a fair breeze from N. E. and
sailed at 10 A.M. all sail set
10 A.M. Middle part of the forenoon
employed in mending the sails. At 2 P.M.
down the gulf stream to wind with the forenoon
breeze and heavy rain. Squalls took in the light sails.

Dark Morning Night

Sunday, Sept. 9th 18

Commenced with strong variable winds from N.W. to N.E. but weather still much at sea. During the day I started a fire on board at the other end of the passage at sunset. The commencing to blow and rain took in the night and continued until the morning. Middle part the same, at daylight more variable, more and sail the part being

Monday, Sept. 10th

Commenced with strong winds from N.W. to N.E. with heavy rain ship under all sail at daylight. At 11 A.M. the rain first stopped raining and a light breeze set down the breeze at night. Day and to moon

Tuesday, Sept. 11th

Commenced with strong winds from N.W. to N.E. cloudy weather ship under all sail starting at 10 A.M. Zoubeke sent up the stay sail at 1 P.M. commenced to rain middle part calm latter part light and variable winds and rain

Wednesday, Sept. 12th

Commenced with light variable winds and rain ship under all sail under main top sail heading N.E. at 11 A.M. the rain first stopped raining and a light breeze set down the breeze at night. Day and to moon

Thursday, Sept. 13th

Commenced with a light breeze from N.E. and cloudy weather ship under all sail at daylight started back aboard heading N.E. at 11 A.M. the rain first stopped raining and a light breeze set down the breeze at night. Day and to moon

Winn The Marine Light, Tenn.

Friday Sept 12th
Came with strong S.W. wind, but C.
State of weather being such as to prevent
close hauls. Still much business
at which day a large amount was
at work hauls. The rain continued
till 10 P.M. when it cleared up and
the temperature rose to 80° and the
breeze to a moderate light and a cold
drift from the N.W. set in the forenoon
and set in.

Saturday Sept 13th
Came with a fair wind from S.W. and
the ship went. She sailed
about the harbor and then
to the same place where the deceased turned
down the river and the ship sailed.

Sunday Sept 14th
Came with a fair wind from S.W. and
the ship went. She sailed
about the harbor and then
to the same place where the deceased turned
down the river and the ship sailed.

Monday Sept 15th
Came with a fair wind from S.W. and
the ship went. She sailed
about the harbor and then
to the same place where the deceased turned
down the river and the ship sailed.

Tuesday Sept 16th
Came with a fair wind from S.W. and
the ship went. She sailed
about the harbor and then
to the same place where the deceased turned
down the river and the ship sailed.

Stark Herring Light

Thursday, Sept. 20th
Comes with a light breeze from N. W. and
the ship under full sail sailing E. by S.
Middle part of the same day part of a fresh
breeze and there is an implication in light duty

Thursday Sept. 20th
Comes with a light breeze from N. W.
the ship under full sail sailing E. by S.
Middle part of the same day part of a fresh
breeze and there is an implication in light duty

Friday, Sept. 21st
Comes with a light breeze from N. W. and
the ship under full sail sailing E. by S.
Middle part of the same day part of a fresh
breeze and there is an implication in light duty

Saturday Sept. 22nd
Comes with a light breeze from N. W. and
the ship under full sail sailing E. by S.
Middle part of the same day part of a fresh
breeze and there is an implication in light duty

Sunday, Sept. 23rd
Comes with a fresh variable wind from N. W. and
the ship under full sail sailing E. by S.
Middle part of the same day part of a fresh
breeze and there is an implication in light duty

Monday, Sept. 24th
Comes with a fresh breeze from N. W. and
the ship under full sail sailing E. by S.
Middle part of the same day part of a fresh
breeze and there is an implication in light duty

Monday August 11th
 Coast of China, Bright Breeze
 Weathering the weather.
 (The ship) with a breeze and sailing
 short sail at 2 o'clock. At 3 o'clock
 the wind shifted to the north and the
 ship did not stand on. The wind
 shifted to the north in the afternoon
 and the ship did not stand on.

Tuesday August 12th
 Breeze with a gentle breeze from E. and clear
 weather. At 1 o'clock the ship
 took in sail. Middle part the same
 at 2 o'clock and at 3 o'clock the ship
 in sight.

Wednesday August 13th
 Breeze with a gentle breeze from E. and clear
 weather. The ship under all sail
 standing on. At 1 o'clock the ship
 in sight. Middle part the same at 2 o'clock
 and at 3 o'clock the ship in the middle
 of the fleet.

Thursday August 14th
 Breeze with a gentle breeze from E. and clear
 weather. The ship under all sail
 standing on. At 1 o'clock the ship
 in sight. Middle part the same at 2 o'clock
 and at 3 o'clock the ship in the middle
 of the fleet.

Friday August 15th
 Breeze with a gentle breeze from E. and clear
 weather. The ship under all sail
 standing on. At 1 o'clock the ship
 in sight. Middle part the same at 2 o'clock
 and at 3 o'clock the ship in the middle
 of the fleet.

The ship

Monday Morning
West of City

Came with a pair of young deer
and a pair of young deer
and a pair of young deer
and a pair of young deer
and a pair of young deer
and a pair of young deer
and a pair of young deer
and a pair of young deer



Tuesday
Came with a pair of young deer
and a pair of young deer
and a pair of young deer
and a pair of young deer
and a pair of young deer
and a pair of young deer
and a pair of young deer
and a pair of young deer

Wednesday Oct. 17th

Came with a pair of young deer
and a pair of young deer
and a pair of young deer
and a pair of young deer
and a pair of young deer
and a pair of young deer
and a pair of young deer
and a pair of young deer

Thursday Oct. 18th

Came with a pair of young deer
and a pair of young deer
and a pair of young deer
and a pair of young deer
and a pair of young deer
and a pair of young deer
and a pair of young deer
and a pair of young deer

Friday Oct. 19th

Came with a pair of young deer
and a pair of young deer
and a pair of young deer
and a pair of young deer
and a pair of young deer
and a pair of young deer
and a pair of young deer
and a pair of young deer



1892
Oct 20
1892

At 9:12 morning High Sea
Running on the coast of Italy
Saturday October 20th
Coming with a fair wind from S. and S.W.
The ship made 10 miles in 24 hours
The wind shifted to the N.W. at 11:30
The ship made 10 miles in 24 hours
The wind shifted to the N.W. at 11:30
The ship made 10 miles in 24 hours
The wind shifted to the N.W. at 11:30
The ship made 10 miles in 24 hours
The wind shifted to the N.W. at 11:30
The ship made 10 miles in 24 hours

Sunday Oct 21st
Coming with a fair wind from S. and S.W.
The ship made 10 miles in 24 hours
The wind shifted to the N.W. at 11:30
The ship made 10 miles in 24 hours
The wind shifted to the N.W. at 11:30
The ship made 10 miles in 24 hours
The wind shifted to the N.W. at 11:30
The ship made 10 miles in 24 hours
The wind shifted to the N.W. at 11:30
The ship made 10 miles in 24 hours

Monday Oct 22nd
Coming with a fair wind from S. and S.W.
The ship made 10 miles in 24 hours
The wind shifted to the N.W. at 11:30
The ship made 10 miles in 24 hours
The wind shifted to the N.W. at 11:30
The ship made 10 miles in 24 hours
The wind shifted to the N.W. at 11:30
The ship made 10 miles in 24 hours
The wind shifted to the N.W. at 11:30
The ship made 10 miles in 24 hours

Tuesday Oct 23rd
Coming with a fair wind from S. and S.W.
The ship made 10 miles in 24 hours
The wind shifted to the N.W. at 11:30
The ship made 10 miles in 24 hours
The wind shifted to the N.W. at 11:30
The ship made 10 miles in 24 hours
The wind shifted to the N.W. at 11:30
The ship made 10 miles in 24 hours
The wind shifted to the N.W. at 11:30
The ship made 10 miles in 24 hours

Wednesday Oct 24th
Coming with a fair wind from S. and S.W.
The ship made 10 miles in 24 hours
The wind shifted to the N.W. at 11:30
The ship made 10 miles in 24 hours
The wind shifted to the N.W. at 11:30
The ship made 10 miles in 24 hours
The wind shifted to the N.W. at 11:30
The ship made 10 miles in 24 hours
The wind shifted to the N.W. at 11:30
The ship made 10 miles in 24 hours

Duck Medium 11 1/2

(Crossing the coast of the

Wednesday Oct 21st

Came with a light breeze from the north
and a light swell. At 10 AM the
boat came on board and took in sail. Middle part
of the day light breeze and a light swell.
At 4 PM the boat came on board and took in sail.
At 6 PM the boat came on board and took in sail.

Thursday Oct 22nd

Came with a light breeze from the north
and a light swell. At 10 AM the
boat came on board and took in sail. Middle part
of the day light breeze and a light swell.
At 4 PM the boat came on board and took in sail.
At 6 PM the boat came on board and took in sail.

Friday Oct 23rd

Came with a light breeze from the north
and a light swell. At 10 AM the
boat came on board and took in sail. Middle part
of the day light breeze and a light swell.
At 4 PM the boat came on board and took in sail.
At 6 PM the boat came on board and took in sail.

Saturday Oct 24th

Came with a light breeze from the north
and a light swell. At 10 AM the
boat came on board and took in sail. Middle part
of the day light breeze and a light swell.
At 4 PM the boat came on board and took in sail.
At 6 PM the boat came on board and took in sail.

Sunday Oct 25th

Came with a light breeze from the north
and a light swell. At 10 AM the
boat came on board and took in sail. Middle part
of the day light breeze and a light swell.
At 4 PM the boat came on board and took in sail.
At 6 PM the boat came on board and took in sail.

But Monday 4th 1810
Coast of Virginia
Sunday November 4th 1810

Came with a strong breeze from the S.W. and
clouds thick night all prudent sail crossing
at 10 o'clock the night the no. 1000 in sail
the ship part blowing a gail of wind and raining
could not stand the water at 11 o'clock the ship
started the no. 1000 at 11 o'clock but set the
in 1/2 mile

Monday Nov. 5th

Came with a strong breeze from the S.W. to the N.E.
and ship master all prudent sail trying out
at 10 o'clock the night the no. 1000 in sail
the ship part blowing a gail of wind and raining
could not stand the water at 11 o'clock the ship
started the no. 1000 at 11 o'clock but set the
in 1/2 mile

Tuesday Nov. 6th

Came with a gail of wind from the S.W. to the N.E.
and ship master all prudent sail trying out
at 10 o'clock the night the no. 1000 in sail
the ship part blowing a gail of wind and raining
could not stand the water at 11 o'clock the ship
started the no. 1000 at 11 o'clock but set the
in 1/2 mile

Wednesday Nov. 7th

Came with a strong breeze from the S.W. to the N.E.
and ship master all prudent sail trying out
at 10 o'clock the night the no. 1000 in sail
the ship part blowing a gail of wind and raining
could not stand the water at 11 o'clock the ship
started the no. 1000 at 11 o'clock but set the
in 1/2 mile

Monday Nov 11th
Camp in the Valley Nov 8th

Came with a strong wind from the north
and the ship was not able to start
and had to be in the harbor for some
time at length at last we were able to
leave it in the afternoon but not
before 10 o'clock



Commenced with a strong wind from the north
and the ship was not able to start
and had to be in the harbor for some
time at length at last we were able to
leave it in the afternoon but not
before 10 o'clock



Monday Nov 11th
Went out in the morning and
saw many seals on the shore
and in the water. The seals were
all of the same kind and were
very fat. They were all of the
same kind and were very fat.
They were all of the same kind
and were very fat.

Monday Nov 11th
Went out in the morning and
saw many seals on the shore
and in the water. The seals were
all of the same kind and were
very fat. They were all of the
same kind and were very fat.
They were all of the same kind
and were very fat.

Monday Nov 12th
Came with a light breeze and fog. The
water was very calm and the
fog was very thick. The fog was
very thick and the water was
very calm.



Morning Light, Cruising on the Leg

Tuesday Nov. 13th
Came with a strong breeze from the N. W. and
sailed at 10 o'clock. The wind was light and
blew from the N. W. and the ship was
in the water at 10 o'clock. The water was
calm and the ship was in the water at 10 o'clock.
The ship was in the water at 10 o'clock and
the water was calm and the ship was in the water at 10 o'clock.
The ship was in the water at 10 o'clock and the water was calm.

Wednesday Nov. 14th
Came with a strong breeze from the N. W. and
sailed at 10 o'clock. The wind was light and
blew from the N. W. and the ship was in the water at 10 o'clock.
The ship was in the water at 10 o'clock and the water was calm.
The ship was in the water at 10 o'clock and the water was calm.

Thursday Nov. 15th
Came with a strong breeze from the N. W. and
sailed at 10 o'clock. The wind was light and
blew from the N. W. and the ship was in the water at 10 o'clock.
The ship was in the water at 10 o'clock and the water was calm.
The ship was in the water at 10 o'clock and the water was calm.

Friday Nov. 16th
Came with a strong breeze from the N. W. and
sailed at 10 o'clock. The wind was light and
blew from the N. W. and the ship was in the water at 10 o'clock.
The ship was in the water at 10 o'clock and the water was calm.
The ship was in the water at 10 o'clock and the water was calm.

Saturday Nov. 17th
Came with a strong breeze from the N. W. and
sailed at 10 o'clock. The wind was light and
blew from the N. W. and the ship was in the water at 10 o'clock.
The ship was in the water at 10 o'clock and the water was calm.
The ship was in the water at 10 o'clock and the water was calm.

Bar Harbor, Sept. 18th 1840

On the 17th. (Friday)
Left Bar Harbor at 10 o'clock. Had a
fine breeze from the N.W. and
went with a fresh breeze from the N.W. and
went to the whaling at sundown took in
down a whaling at sundown took in

Monday, December, 13th

Came with a gail of wind from the clear and
sunny ship under close reef maintained and
proceed at 4 o'clock. The ship the 1st of Dec. the
great many mechanical at day's end. The ship
at 10 o'clock raised a whale. The ship
proceed and then in the strong current with the
the ship and all sail line with the ship



At the 11th, struck a whale. The line
could not be seen

Wednesday, Dec. 15th

Came with a gail of wind from the clear and
sunny ship under close reef maintained and
proceed at 4 o'clock. The ship the 1st of Dec. the
great many mechanical at day's end. The ship
at 10 o'clock raised a whale. The ship
proceed and then in the strong current with the
the ship and all sail line with the ship



Thursday, Dec. 21st

Came with a calm ship sailing in at 10 o'clock.
The ship the 1st of Dec. the great many mechanical
at day's end. The ship at 10 o'clock raised a whale.
The ship proceed and then in the strong current
with the the ship and all sail line with the ship

Sunday Nov. 22nd
 Commenced a fresh breeze from the west
 and with it a heavy rain. At 10 o'clock
 having got at anchor we went
 toward the buoy at sunset we took in
 the fore top sail. At 11 o'clock
 we made sail for the middle part of the
 night and went up the river.

Monday Nov. 23rd
 Commenced a fresh breeze from the west
 and with it a heavy rain. At 10 o'clock
 having got at anchor we went
 toward the buoy at sunset we took in
 the fore top sail. At 11 o'clock
 we made sail for the middle part of the
 night and went up the river.

Tuesday Nov. 24th
 Commenced a calm and clear weather. Ship
 went to a buoy and at 10 o'clock
 we got from G. H. at 3 o'clock. Spent up the main
 part of the night at anchor. At 11 o'clock
 we made sail for the middle part of the
 night and went up the river.

Wednesday Nov. 25th
 Commenced a strong breeze from the west
 and with it a heavy rain. At 10 o'clock
 having got at anchor we went
 toward the buoy at sunset we took in
 the fore top sail. At 11 o'clock
 we made sail for the middle part of the
 night and went up the river.

Thursday Nov. 26th
 Commenced a strong breeze from the west
 and with it a heavy rain. At 10 o'clock
 having got at anchor we went
 toward the buoy at sunset we took in
 the fore top sail. At 11 o'clock
 we made sail for the middle part of the
 night and went up the river.

Black Marlin 1111.
Friday Nov. 27th Arrived at 11:15
Came with a fair wind from the north
and made 100 miles in 24 hours
and foresail Middle part made moderate
at daylight set the foresail late,
middle sail employed in trying out.

Monday Nov. 28th
Came with a fair wind from the north
and made 100 miles in 24 hours
at daylight set the foresail late,
middle sail employed in trying out.
at daylight set the foresail late,
middle sail employed in trying out.

Tuesday Nov. 29th
Came with a fair wind from the north
and made 100 miles in 24 hours
at daylight set the foresail late,
middle sail employed in trying out.
at daylight set the foresail late,
middle sail employed in trying out.

Wednesday Nov. 30th
Came with a fair wind from the north
and made 100 miles in 24 hours
at daylight set the foresail late,
middle sail employed in trying out.
at daylight set the foresail late,
middle sail employed in trying out.

Thursday Dec. 1st
Came with a fair wind from the north
and made 100 miles in 24 hours
at daylight set the foresail late,
middle sail employed in trying out.
at daylight set the foresail late,
middle sail employed in trying out.

Wm. L. G. & Co. N. York

make all suit correct. D. The minutes of the

11/11/11

These have been selected and put by me in a
book for the purpose of being used in the

10. The amount of the 500,000 shares of the 10% preferred stock is \$5,000,000. The amount of the 500,000 shares of the 10% preferred stock is \$5,000,000.

most of the covered the entire wall. The L.D.,
with a few others, left the R.D. and the

...the

...the
... ..

in the old set in the school at the
the old set in the school at the

to visit me with one that is passing
the time in the hospital.

There is still some in the old and new

on 4th & 5th in said April the year
last, the following persons were present

1. *Large, single, winged, male*

The first of these is the *Journal of the*
Proceedings of the

1844

to the ...

...the ...
...the ...

at 12 noon took in said Mr. [unclear]
[unclear] [unclear] [unclear] [unclear] [unclear] [unclear]

1. The first part of the document is a list of names and dates, which appears to be a record of some kind. The names are written in a cursive script, and the dates are in a more formal, printed style. The list is organized into two columns, with names on the left and dates on the right.

made a list of the names of the persons who
had been in the city of New York during the
last year.

[Faint handwritten notes at the bottom of the page]

the Earl himself, in the



100

BAR. Mornings Light

Grassing On. Chile.

186.

There is not a single large and old tree in the
 neighborhood in all the neighborhood finished chase

The book is written in a very
the book is written in a very

This school year we have had no English
 and we have made some last month for 1891

[Faint handwritten text, likely bleed-through from the reverse side.]

arriving with a strong breeze I found clear weather
the wind shifted and nothing but a light breeze

[illegible]

The body of the

...the
... ..

1. *Chamaecyparis* *modica* *var. modica*
 2. *Chamaecyparis* *modica* *var. modica*

... the ...
... the ...
... the ...

The following night in
 Cruising on Friday 1860
 Monday morning the
 Comanche a light breeze and spray showed
 signs of rain but the wind cut short
 the rain and we had the light breeze at
 the same at 3 o'clock the weather all hands
 commenced to haul away with the gale on the
 breeze. Dec. 11th

The wind then shifted to the
 steady breeze and the wind at 1 o'clock a breeze
 commenced at 1 o'clock and at 2 o'clock the
 sail was hoisted and the ship was sailing
 at 3 o'clock the wind shifted to the light
 breeze and the ship was sailing
 at 4 o'clock the wind shifted to the light
 breeze and the ship was sailing
 at 5 o'clock the wind shifted to the light
 breeze and the ship was sailing
 at 6 o'clock the wind shifted to the light
 breeze and the ship was sailing
 at 7 o'clock the wind shifted to the light
 breeze and the ship was sailing
 at 8 o'clock the wind shifted to the light
 breeze and the ship was sailing
 at 9 o'clock the wind shifted to the light
 breeze and the ship was sailing
 at 10 o'clock the wind shifted to the light
 breeze and the ship was sailing
 at 11 o'clock the wind shifted to the light
 breeze and the ship was sailing
 at 12 o'clock the wind shifted to the light
 breeze and the ship was sailing

The wind then shifted to the light
 breeze and the ship was sailing
 at 1 o'clock the wind shifted to the light
 breeze and the ship was sailing
 at 2 o'clock the wind shifted to the light
 breeze and the ship was sailing
 at 3 o'clock the wind shifted to the light
 breeze and the ship was sailing
 at 4 o'clock the wind shifted to the light
 breeze and the ship was sailing
 at 5 o'clock the wind shifted to the light
 breeze and the ship was sailing
 at 6 o'clock the wind shifted to the light
 breeze and the ship was sailing
 at 7 o'clock the wind shifted to the light
 breeze and the ship was sailing
 at 8 o'clock the wind shifted to the light
 breeze and the ship was sailing
 at 9 o'clock the wind shifted to the light
 breeze and the ship was sailing
 at 10 o'clock the wind shifted to the light
 breeze and the ship was sailing
 at 11 o'clock the wind shifted to the light
 breeze and the ship was sailing
 at 12 o'clock the wind shifted to the light
 breeze and the ship was sailing

Dec 11th 1860
 Monday
 The wind then shifted to the light breeze and the ship was sailing

Bark: Mearns. 11th Dec

... with a steady wind and squally rain ...
... at 2 o'clock ...

... with a heavy rain ...

... with a light breeze and clear weather ...

... with a light breeze and clear weather ...

... with a light breeze and clear weather ...

Back in morning light
Thursday Dec 21st

Went out with a fresh breeze and cloudy sky
about dawn cutting in at 2 o'clock with a
moderate breeze. The sea was very rough and
at sundown we were in sail. We did not start
rain in a great wind and rain in a light
light. Stopped raining and strong started
the north letter, just started at daylight

Thursday Dec 22nd
Went out with a strong breeze and a light
weather ship under all power. Arrived
arriving at 4 o'clock. The sea was
the coast but strong and at
at 4 o'clock we were in the water

Friday Dec 23rd
Went out with a strong breeze and a light
weather ship under all power. Arrived
arriving at 4 o'clock. The sea was
the coast but strong and at
at 4 o'clock we were in the water

Saturday Dec 24th
Went out with a strong breeze and a light
weather ship under all power. Arrived
arriving at 4 o'clock. The sea was
the coast but strong and at
at 4 o'clock we were in the water

Sunday Dec 25th
Went out with a strong breeze and a light
weather ship under all power. Arrived
arriving at 4 o'clock. The sea was
the coast but strong and at
at 4 o'clock we were in the water

Monday Dec 26th
Went out with a strong breeze and a light
weather ship under all power. Arrived
arriving at 4 o'clock. The sea was
the coast but strong and at
at 4 o'clock we were in the water

Tuesday Dec 27th
Went out with a strong breeze and a light
weather ship under all power. Arrived
arriving at 4 o'clock. The sea was
the coast but strong and at
at 4 o'clock we were in the water

From M. Henry Light, to my n. l. l. l. l.

Thursday January 3rd 1861

Remained with a gentle breeze from the N. by E. and
under double reefed sails, crossing at 10 o'clock. The
wind freshened to a fair breeze from the N. by E. and
the ship made good progress. The weather was
fair and the sea was smooth.

The ship arrived at the anchorage at 10 o'clock. The
crew went ashore and the ship was secured. The
cargo was landed and the ship was ready to
depart. The weather was fair and the sea was
smooth.

Friday January 4th 1861
The ship departed at 10 o'clock. The
crew went ashore and the ship was secured. The
cargo was landed and the ship was ready to
depart. The weather was fair and the sea was
smooth.

Saturday January 5th 1861
The ship departed at 10 o'clock. The
crew went ashore and the ship was secured. The
cargo was landed and the ship was ready to
depart. The weather was fair and the sea was
smooth.

Sunday January 6th 1861
The ship departed at 10 o'clock. The
crew went ashore and the ship was secured. The
cargo was landed and the ship was ready to
depart. The weather was fair and the sea was
smooth.

Monday January 7th 1861
The ship departed at 10 o'clock. The
crew went ashore and the ship was secured. The
cargo was landed and the ship was ready to
depart. The weather was fair and the sea was
smooth.

Tuesday January 8th 1861
The ship departed at 10 o'clock. The
crew went ashore and the ship was secured. The
cargo was landed and the ship was ready to
depart. The weather was fair and the sea was
smooth.

Wednesday January 9th 1861
The ship departed at 10 o'clock. The
crew went ashore and the ship was secured. The
cargo was landed and the ship was ready to
depart. The weather was fair and the sea was
smooth.

Dad

Friday Night 1841

Monday January 21

I have been very busy since I have been
in the city and have not had time to write
you. I have been very busy since I have been
in the city and have not had time to write
you. I have been very busy since I have been
in the city and have not had time to write
you.

I have been very busy since I have been
in the city and have not had time to write
you. I have been very busy since I have been
in the city and have not had time to write
you. I have been very busy since I have been
in the city and have not had time to write
you.

I have been very busy since I have been
in the city and have not had time to write
you. I have been very busy since I have been
in the city and have not had time to write
you. I have been very busy since I have been
in the city and have not had time to write
you.

I have been very busy since I have been
in the city and have not had time to write
you. I have been very busy since I have been
in the city and have not had time to write
you. I have been very busy since I have been
in the city and have not had time to write
you.

I have been very busy since I have been
in the city and have not had time to write
you. I have been very busy since I have been
in the city and have not had time to write
you. I have been very busy since I have been
in the city and have not had time to write
you.

Naval Officer's Log, 1847

Monday, January 13th 1847

Commenced with a light breeze from S.W. at 10 AM. The ship sailed at 11 AM. and made good progress. At 1 PM. we sighted the Island of St. John. At 2 PM. we anchored in the harbor. The weather was calm and the water was smooth. At 4 PM. we went ashore and collected some specimens. At 6 PM. we returned to the ship and had a light dinner. At 8 PM. we went to bed.

Tuesday, January 14th 1847
A day with a strong breeze from S.W. at 10 AM. The ship sailed at 11 AM. and made good progress. At 1 PM. we sighted the Island of St. John. At 2 PM. we anchored in the harbor. The weather was calm and the water was smooth. At 4 PM. we went ashore and collected some specimens. At 6 PM. we returned to the ship and had a light dinner. At 8 PM. we went to bed.

Wednesday, January 15th 1847
A day with a strong breeze from S.W. at 10 AM. The ship sailed at 11 AM. and made good progress. At 1 PM. we sighted the Island of St. John. At 2 PM. we anchored in the harbor. The weather was calm and the water was smooth. At 4 PM. we went ashore and collected some specimens. At 6 PM. we returned to the ship and had a light dinner. At 8 PM. we went to bed.

Have been thinking of writing you for some time
but have been so busy that I could not find time
to do so. I have been so busy with my work
that I have not had time to write to you.
I have been so busy with my work
that I have not had time to write to you.
I have been so busy with my work
that I have not had time to write to you.

Friday Jan. 18th
I have been so busy with my work
that I have not had time to write to you.
I have been so busy with my work
that I have not had time to write to you.
I have been so busy with my work
that I have not had time to write to you.

I have been so busy with my work
that I have not had time to write to you.
I have been so busy with my work
that I have not had time to write to you.
I have been so busy with my work
that I have not had time to write to you.
I have been so busy with my work
that I have not had time to write to you.

17th Jan 1867

18th Jan 1867

Monday January 21st 1867

19th Jan 1867

20th Jan 1867

21st Jan 1867

22nd Jan 1867

23rd Jan 1867

24th Jan 1867

25th Jan 1867

26th Jan 1867

27th Jan 1867

28th Jan 1867

29th Jan 1867

30th Jan 1867

31st Jan 1867

1st Feb 1867

2nd Feb 1867

3rd Feb 1867

4th Feb 1867

5th Feb 1867

6th Feb 1867

7th Feb 1867

8th Feb 1867

9th Feb 1867

10th Feb 1867

11th Feb 1867

12th Feb 1867

13th Feb 1867

14th Feb 1867

15th Feb 1867

16th Feb 1867

17th Feb 1867

18th Feb 1867

19th Feb 1867

20th Feb 1867

21st Feb 1867

22nd Feb 1867

23rd Feb 1867

24th Feb 1867

25th Feb 1867

26th Feb 1867

27th Feb 1867

Walden, Jan. 20, 1849

I have been thinking of you very much lately
 and wondering how you are getting on. I hope
 you are well and happy. I have been very busy
 lately but I will try to write you more often.
 I am your affectionate friend
 John

5. or took it in again, and it was
the whole part the ship, and it
line in the

Monday, Feb 11th
The vessel a fresh breeze from the
west, another ship at anchor getting ready
for sea, and the wind was the same

Tuesday, Feb 12th
The vessel a fresh breeze from the
west, and the wind was the same, and the
ship at anchor getting ready for sea, and
the wind was the same, and the ship at
anchor getting ready for sea, and the wind
was the same, and the ship at anchor
getting ready for sea, and the wind was
the same, and the ship at anchor getting
ready for sea, and the wind was the same

Wednesday, Feb 13th
The vessel a fresh breeze from the
west, and the wind was the same, and the
ship at anchor getting ready for sea, and
the wind was the same, and the ship at
anchor getting ready for sea, and the wind
was the same, and the ship at anchor
getting ready for sea, and the wind was
the same, and the ship at anchor getting
ready for sea, and the wind was the same

Thursday, Feb 14th
The vessel a fresh breeze from the
west, and the wind was the same, and the
ship at anchor getting ready for sea, and
the wind was the same, and the ship at
anchor getting ready for sea, and the wind
was the same, and the ship at anchor
getting ready for sea, and the wind was
the same, and the ship at anchor getting
ready for sea, and the wind was the same

at night in the house
on Friday, February 22nd
the strong breeze from the N. West
blew the smoke into the house
and the fire was extinguished
and the house was left in a state
of confusion and the fire was
extinguished.

Saturday Feb. 23rd
with a calm sea and a
breeze from the N. West
and the smoke was
driven into the house
and the fire was
extinguished and the
house was left in a
state of confusion
and the fire was
extinguished.

Sunday Feb. 24th
with a fresh breeze from the N. West
and the smoke was
driven into the house
and the fire was
extinguished and the
house was left in a
state of confusion
and the fire was
extinguished.

12
Dark Morning Light
sailed from New Bedford Sept 22nd 1861
bound for the South Pacific Ocean.

1 The Mariners Grave
I remember the night that I was told
And solemnly dashed the dark
While the rain and the cold and heavy fell
On the mariners new day grave

2
I remember how slowly the hours passed
And how fast was the work that they gave
As they rested there close near by. And I know
And lived in the mariners grave

3
I remember the hour that I was told
Upon the banks of life and death to stand
So full in the light and sun and light
For I stood near the mariners grave

4
Now as I look back at the hours that
And the silent hours of my life
And the hours that I have spent
Near the mariners grave

5 George A. Rogers Sister 1862

The Morning Light sailed from
New Bedford September 22nd 1861. I was at the
wharf. The first look is spread out
that made about 35 ft. Went in to
and out of home from there no more to
live. In the end I stopped about three
miles from then into the striking storm

1861

The Angel's Whisper

A superstition of recent memory prevalent in
Ireland that when a child sleeps in its
sleep it is talking with angels

1
A babe was sleeping
Siz mother was nodding

For her husband was far in the sea
And the lark was snelling
Knew not the father was sleeping
And the child's dream was starting from time

2
Her baby while she numbered

The babe still humbled

And smiled in her face as she had her son
On rest to the morning
Siz child the ship was sailing
And then that the angels are whispering with the

3
Angel while they are kissing
Bright & naught her by sleeping
Oh how & them softly my babe with me
And say thou wouldst, father
Child wouldst or thy father
For I know that the angels are whispering with the

4
The dawn of the morning

Then Germon & returning

And the wife wept with joy her baby father to see
And closely caressing

Her child with a blessing

Said I know that the angels are whispering
with the

Morning Light

The sun was low in the sky
and the light was soft and golden
The birds were singing
and the flowers were in bloom
The air was warm and sweet
and the world was full of life
The sun was low in the sky
and the light was soft and golden
The birds were singing
and the flowers were in bloom
The air was warm and sweet
and the world was full of life

But mind the black list. The list of
the names of the people who
were on the black list.

With a light, breeze cool clear
the sun was low in the sky
and the light was soft and golden
The birds were singing
and the flowers were in bloom
The air was warm and sweet
and the world was full of life

and the sun was low in the sky
and the light was soft and golden
The birds were singing
and the flowers were in bloom
The air was warm and sweet
and the world was full of life
The sun was low in the sky
and the light was soft and golden
The birds were singing
and the flowers were in bloom
The air was warm and sweet
and the world was full of life
The sun was low in the sky
and the light was soft and golden
The birds were singing
and the flowers were in bloom
The air was warm and sweet
and the world was full of life

Saturday
Came with strong S.W. wind
all present. Sail started

started up the river
at 11 o'clock. The first day
was a day.

Came with strong S.W. wind
all present. Sail started
at 11 o'clock. The first day
was a day. Took in sail, and
went to middle part. The sun
made all sail and set
light sail in the

Came with strong S.W. wind
all present. Sail started
at 11 o'clock. The first day
was a day. Took in the light
sail, and set the same at
11 o'clock. Made all sail
at 11 o'clock.

Came with strong S.W. wind
all present. Sail started
at 11 o'clock. The first day
was a day. Took in the light
sail, and set the same at
11 o'clock. Made all sail
at 11 o'clock.

Came with a calm wind and no
ship under sail at 2 o'clock
light breeze strong
at 11 o'clock. The
first day was a day.

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Wed morning
Came with gentle W. Wind
sailed ship under full sail in
middle and same part
employed in painting iron
work on the ship.

Went with small boat in
the morning and found
a great number of
black fish but did not
shoot.

Went with small boat in
the morning and found
a great number of
black fish but did not
shoot.

Went with small boat in
the morning and found
a great number of
black fish but did not
shoot.

Went with small boat in
the morning and found
a great number of
black fish but did not
shoot.

Went with small boat in
the morning and found
a great number of
black fish but did not
shoot.

usual latter part of same

1871

1988

13
Dusk Evening Light, 1861.

Monday April 15th
Left with a fair breeze
and at 10 o'clock started the boat
and at 11 o'clock the boat
left the shore and went
towards the open sea.

Tuesday April 16th
Left the boat at 10 o'clock
and under all sail. Middle part the same
rather good a fair breeze.

Wednesday April 17th
Left with a fair breeze
and at 10 o'clock started the boat
and at 11 o'clock the boat
left the shore and went
towards the open sea.

Thursday April 18th
Left with a fair breeze
and at 10 o'clock started the boat
and at 11 o'clock the boat
left the shore and went
towards the open sea.

Friday April 19th
Left with a fair breeze
and at 10 o'clock started the boat
and at 11 o'clock the boat
left the shore and went
towards the open sea.



Friday

Two & Mooring Ship

Two with a light breeze from
weather ship under all sail
under the foremast along side
another under main sail the
two wharves along side the
It is the part the same at
out to out in water part finished

Two with a light breeze from
weather ship under all sail
under the foremast along side
another under main sail the
two wharves along side the

Two with a light breeze from
weather ship under all sail
under the foremast along side
another under main sail the
two wharves along side the

Two with a light breeze from
weather ship under all sail
under the foremast along side
another under main sail the
two wharves along side the

... ..
... ..
... ..
... ..

2. At 10 P.M. we arrived at Funchal
 and the boat was joined the Barge

[illegible]

Best Beloved

Ride Monday Night

Monday May 27th

Went with a gun to the beach and a
with ship during light and
traps aboard Middle and latter part
the same employed in ships duty

Monday May 27th

Went with a gun to the beach and a
with ship during light and
traps aboard Middle and latter part
the same

Tuesday May 28th

Went with a gun to the beach and a
with ship during light and
traps aboard Middle and latter part
the same

Wednesday May 29th

Went with a gun to the beach and a
with ship during light and
traps aboard Middle and latter part
the same employed in ships duty

Thursday May 30th

Went with a gun to the beach and a
with ship during light and
traps aboard Middle and latter part
the same

Friday May 31st

Went with a gun to the beach and a
with ship during light and
traps aboard Middle and latter part
the same

Went with a gun to the beach and a
with ship during light and
traps aboard Middle and latter part
the same

Bark Missing Light

Sunday, June 2^d
Came with a fresh breeze and clear
weather ship on the starboard tack
Middle and latter part the same
employed in ships duty.

Monday, June 3^d
Came with a fresh breeze from S.E.
and a weather ship on the starboard
tack Middle part the same latter
part employed in rigging foremast
to the foremast back stays.

Tuesday, June 4th
Came with a gentle breeze and clear
weather ship on the starboard tack
Middle and latter part the same.

Wednesday, June 5th
Came with a fresh breeze and clear
weather ship on the starboard tack
Middle and latter part the same employed in ships
duty.

Thursday, June 6th
Came with a gentle breeze ship on
starboard tack at 2 o'clock started
to the southward Middle and
latter part the same employed about
decks.

Friday, June 7th
Came with a gentle breeze and clear
weather ship under main top gallant sail
crossing at 1 o'clock passed the Bark
Pacific Middle part the same
latter part a strong breeze on sail
in sight.

Bark Morning Light

Saturday June 8th

Come with a fresh breeze ship under
main top gallant sail cruising

Midnight had the same at 8 o'clock AM
spoke the Bark ^{from} Jersey Capt. Hart and
the Bark ^{from} Maine Capt. Tipton latter part
the same employed about dock

Sunday June 9th

Come with a fresh breeze ship on the
wind cruising with the part the same
latter part no sail in sight

Monday June 10th

Come with a fresh breeze ship under
all prudent sail cruising with the
and latter part the same employed
about dock one sail in sight

Tuesday June 11th

Come with a fresh breeze and clear weather
ship under all prudent sail cruising at
8 o'clock hauled the Bk. Mainmast Capt.
Goodrich latter part took out the fore
and after water

Wednesday June 12th

Come with a fine breeze and clear
weather ship cruising one sail in sight
at sundown hauled aback the head
yards with the part the same at
daylight kept off 1/2 M latter part
took out the main water

Thursday June 13th

Come with a gentle breeze and fine
weather ship cruising at 8 o'clock raised
a sail at sundown hauled aback the
head yards with the part the same
at daylight kept off 1/2 M latter
part mended the mizen top stay sail

Stark Whaling Log

Friday, June 14th
Came with a gentle breeze and fine
weather ship under way at 10 o'clock
starting at 11 o'clock at sundown hauled up
the cods Middle part. The sperm
water part jammed the back making

Saturday June 15th
Came with a gentle breeze and clear
weather ship starting at 11 o'clock
part the same latter part raised sperm
whales covered all day

Sunday June 16th
Came with a gentle breeze and clear
BB, BB weather ship chasing sperm whales the
boats struck the WB got stove to pieces
the WB cut line and picked up the crew
the BB, BB, brought the whale along
side at 5 o'clock PM. Middle part
not ready to cut at daylight commenced
to cut at 4 o'clock raised sperm whale
line but shaft the whale went to the
ground latter part the boat came
on board

Monday June 17th
Came with a gentle breeze the ship
cutting in at 2 o'clock raised the whale
a head of the ship finished cutting
on board the second
mate moved in the BB he struck the
capt got another boat down from
the house and moved at 3 o'clock
the WB brought a whale along side the
rest of the boats came on board
Middle part laying with the whale along
side latter part finished cutting in comman-
ced to haul up the stock

Dark Morning Light

Tuesday June 18th

Came with a gentle breeze and fine weather ship under top sails cruising at 4 o'clock got the heavy chared away Middle and latter part employed in trying out.

Wednesday June 19th

Came with a gentle breeze and fine weather ship under top sails cruising Middle part finished trying out at daylight sailed off the coast the latter part employed about dusk.

Thursday June 20th

Came with a fine breeze and clear weather ship under main top and top sail cruising at 4 o'clock commenced the Bark in afternoon. At 1 o'clock master and the Bark arrived. The same day trying out Middle part latter part the same employed about dusk.

Friday June 21st

Came with a gentle breeze and fine weather ship cruising Middle part the same at daylight commenced to chase out the other side to star down off latter part employed in blowing down.

Saturday June 22nd

Came with a fine breeze and clear weather ship cruising at 4 o'clock finished blowing down Middle part trying about latter part employed in ship's duty.

Sunday June 23rd

Came with a gentle breeze and clear weather ship under top sails cruising Middle part trying out at daylight the latter part employed in ship's duty.

Wednesday Morning Light

Thursday June 23rd

Came with a fine breeze from E and
clear weather ship went into gallant
sailing to the westward at sundown left
the ship with main yard aback
lighted out the time at daylight
left off the westward and returned
to the port employed about 10 miles

Friday June 24th

Came with a fresh breeze from E to SE
and clear weather ship during off
to the westward at sundown left
the ship with main yard aback
lighted out the time at daylight
left off the westward and returned
to the port employed about 10 miles

Saturday June 25th

Came with a gentle breeze from E and clear
weather ship during to the westward
at sundown left the ship with
main yard aback lighted out the time
at daylight left off the westward
and returned to the port employed about 10 miles

Sunday June 26th

Came with a gentle breeze from E and fine
weather ship during to the westward
at sundown left the ship with
main yard aback lighted out the time
at daylight left off the westward
and returned to the port employed about 10 miles

Monday June 27th

Came with a gentle breeze from E and fine
weather ship during to the westward
at sundown left the ship with
main yard aback lighted out the time
at daylight left off the westward
and returned to the port employed about 10 miles

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Risk Morning Light 1861

Saturday June 21st

Came with a gentle breeze and fine
north e ship during the day sun down
luffed to the wind and rain was
a tickle. Wind to light breeze at
night kept off a heavy fog
in the night after the ship

Sunday June 22nd

Came with a gentle breeze from the
west and weather calm in the main
glass but during the day sun down
luffed to the wind and rain was
a tickle. Wind to light breeze at
night kept off a heavy fog
in the night after the ship

Monday July 1st

Came with a gentle breeze from the
south chasing whales the ship's going by
the wind at 1 o'clock the boat came on
board the whales gone to the wind and
got ready to put in. Wind to light breeze
same day. Light breeze at night. The
work finished at night. The boat
at 12 o'clock finished.

Tuesday July 2nd

Came with a gentle breeze and fine
weather all hands engaged in clearing
up the decks at 2 o'clock started the work.
Wind to light breeze at night. The
boat at 12 o'clock finished. The boat
at 12 o'clock finished. The boat
at 12 o'clock finished.

July 3rd 1861

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Bark Herring Light

Wednesday 3rd 1861

Comes with a gentle breeze ship under
topsails trying out starting by the
wind at sundown hauled a bark
inward part to come at daylight
bored out the wind at 3 o'clock more
ship hauled in. Weather better but
trying on commenced to clear up the deck

Thursday June 3rd

Comes with a gentle breeze and fine
weather ship under topsails starting N.
at sundown hauled at sundown hauled
the wind a bark. Middle part the
same at daylight ship hauled in
at 11 o'clock part employed at work

Friday July 5th

Comes with a fresh breeze ship under
topsails starting N. at sundown
hauled a bark. At sundown hauled
the wind with main sail a bark
hauled in. At 1 o'clock hauled in
the wind and took out the sail no
more at the bay and took on the barboard
side to show clean. At 1 o'clock employed
in stowing down

Saturday July 6th

Comes with a gentle breeze ship under
topsails starting N. at sundown hauled
at sundown hauled to the wind a bark
at 1 o'clock started stowing down till noon
at 1 o'clock commenced to show down
the at 3 o'clock finished stowing down all 1000
at 4 o'clock finished stowing bay and 200

Thick Morning Light
1864
Friday July 12th
Came with a fresh breeze and
all day long the wind was
light and after noon the same
employed about decks

Saturday July 13th
Came with a gentle breeze and
all day long the wind was
light and after noon the same
employed about decks

Sunday July 14th
Came with a gentle breeze and
all day long the wind was
light and after noon the same
employed about decks

Monday July 15th
Came with a fresh breeze and
all day long the wind was
light and after noon the same
employed about decks

Tuesday July 16th
Came with a gentle breeze and
all day long the wind was
light and after noon the same
employed about decks

Wednesday July 17th
Came with a fresh breeze and
all day long the wind was
light and after noon the same
employed about decks

Black Monday, 11th July

11th July 1841

Thursday July 18th
Went with a fine breeze and fair weather
ship under all sail during the day. At
12 noon, being the same day, the
crew kept the ship off to run
down by the island at sunset, when
were far ahead. Mist came on
the night and we were at anchor at 10
and 11. I met the next day
and got some cargo. The
part taking 4 in the night.

Friday July 19th
Went with a strong breeze and fair weather
ship under all sail during the day. At
12 noon, saw a small schooner sailing
to the northward and eastward. I
went to the point and saw the boat white
brought to the wind with hands and
back at anchor. At 4 PM, the
schooner at anchor and the ship
sailed westward. The ship
first came on board to take the
ship in anchor and sail to north
then to the point.

Went with a light breeze and fair weather
ship under all sail during the day. At
12 noon, saw a small schooner sailing
to the northward and eastward. I
went to the point and saw the boat white
brought to the wind with hands and
back at anchor. At 4 PM, the
schooner at anchor and the ship
sailed westward. The ship
first came on board to take the
ship in anchor and sail to north
then to the point.

Back Morning 1561
Sailing at 4 AM under Sailing
Sailed at 4 AM
Came with a light breeze and
rather ship at anchor in impotence
in leaving out the empty tank
and a small at 5 AM
a sort of ashore (the whole) part of the
at the first, several of the ships
at 6 AM all were out at the same
the same.

Monday July 1561
Came with a light breeze and
ship at anchor all the day
at the first the same at daylight
commenced to back out from the
Latter part the breeze

Tuesday July 1561
Came with a light breeze and
ship at anchor at 10 AM
a sort of ashore a sort of ashore
at 11 AM the same at
at the first the same at
at the first the same at

Wednesday July 1561
Came with a light breeze and
ship at anchor at 10 AM
at the first the same at
at the first the same at
at the first the same at

Thursday July 1561
Came with a light breeze and
ship at anchor at 10 AM
at the first the same at
at the first the same at
at the first the same at

Bark Marine Light 15th
Hanging at anchor in white
Friday Jan. 26th
Came with a boat and crew
went to light and employed in
getting stores and water for
the boat. After getting employed in
work on the light

Saturday Jan. 27th
Came with a boat and crew
went to light and employed in
the same work as on Friday
also got the boat and crew
and the boat and crew
and the boat and crew

Sunday Jan. 28th
Came with a boat and crew
at 8 o'clock and employed in
sundries. The boat and crew
went to light and employed in
work on the light

Monday Jan. 29th
Came with a boat and crew
at 8 o'clock and employed in
sundries. The boat and crew
went to light and employed in
work on the light

Tuesday Jan. 30th
Came with a boat and crew
at 8 o'clock and employed in
sundries. The boat and crew
went to light and employed in
work on the light

Wednesday Jan. 31st
Came with a boat and crew
at 8 o'clock and employed in
sundries. The boat and crew
went to light and employed in
work on the light

Thursday Morning - Night 18th
Leaving at 10 AM in a light
breeze with fine weather ship
under sail. Part employed about
10 AM.

Friday Morning
Left with a light breeze and
fine weather ship at anchor
waiting for the tide to rise. The
tide came at 10 AM and the ship
went out the river about 11 AM.

Saturday Morning
Left with a strong breeze and fine
weather ship at anchor at 10 AM.
The tide came at 11 AM and the ship
went out the river at 12 PM. The
ship was under sail and the tide
was strong. The ship was
under sail and the tide was strong.
The ship was under sail and the tide
was strong. The ship was under sail
and the tide was strong.

Sunday Morning 4th
Left with a fine breeze and fine
weather ship at anchor at 10 AM.
The tide came at 11 AM and the ship
went out the river at 12 PM. The
ship was under sail and the tide
was strong. The ship was under sail
and the tide was strong.

Monday Morning 5th
Left with a fine breeze and fine
weather ship at anchor at 10 AM.
The tide came at 11 AM and the ship
went out the river at 12 PM. The
ship was under sail and the tide
was strong. The ship was under sail
and the tide was strong.

Monday August 1861

First day of the month
Clear with a light breeze
at 10 o'clock a light shower fell
which cleared away the clouds
and the sun shone brightly
till 4 o'clock when it again
became cloudy and rain fell

Wednesday Aug 30th

Clear with a light breeze
at 10 o'clock a light shower fell
which cleared away the clouds
and the sun shone brightly
till 4 o'clock when it again
became cloudy and rain fell

Thursday Aug 31st

Clear with a light breeze
at 10 o'clock a light shower fell
which cleared away the clouds
and the sun shone brightly
till 4 o'clock when it again
became cloudy and rain fell

Friday Aug 31st

Clear with a light breeze
at 10 o'clock a light shower fell
which cleared away the clouds
and the sun shone brightly
till 4 o'clock when it again
became cloudy and rain fell

Clear with a light breeze
at 10 o'clock a light shower fell
which cleared away the clouds
and the sun shone brightly
till 4 o'clock when it again
became cloudy and rain fell

Saturday Aug 31st

Clear with a light breeze
at 10 o'clock a light shower fell
which cleared away the clouds
and the sun shone brightly
till 4 o'clock when it again
became cloudy and rain fell

West Hill
Colchester

1861
Sunday, Dec. 11th 1861
Went with a party of thirty under
the command of the commanding officer of the Island
to the beach to see the 15th and 16th regts
employed in ship duty.

Monday, Dec. 12th
Went with a party of thirty under
the command of the commanding officer of the Island
to the beach to see the 15th and 16th regts
employed in ship duty.

Tuesday, Dec. 13th
Went with a party of thirty under
the command of the commanding officer of the Island
to the beach to see the 15th and 16th regts
employed in ship duty.

Barb. Home sight 15th

Monday Aug. 14th
Times with a light breeze and clear
weather ship worked all sail eastward
hoisting 10.00. At 1.00. took in the
Middle part a strong breeze. The other
part no more employed in ship duty

Tuesday Aug. 15th
Times with a strong breeze from E
and ship worked all sail
Eastward. At 1.00. took in the
Middle part a strong breeze. The other
part no more employed in ship duty
At 2.00. took in the Middle part
At 3.00. took in the Middle part
At 4.00. took in the Middle part
At 5.00. took in the Middle part
At 6.00. took in the Middle part
At 7.00. took in the Middle part
At 8.00. took in the Middle part
At 9.00. took in the Middle part
At 10.00. took in the Middle part
At 11.00. took in the Middle part
At 12.00. took in the Middle part

Wednesday Aug. 16th
Times with a strong breeze from E
and ship worked all sail
Eastward. At 1.00. took in the
Middle part a strong breeze. The other
part no more employed in ship duty
At 2.00. took in the Middle part
At 3.00. took in the Middle part
At 4.00. took in the Middle part
At 5.00. took in the Middle part
At 6.00. took in the Middle part
At 7.00. took in the Middle part
At 8.00. took in the Middle part
At 9.00. took in the Middle part
At 10.00. took in the Middle part
At 11.00. took in the Middle part
At 12.00. took in the Middle part

Thursday Aug. 17th
Times with a strong breeze from E
and ship worked all sail
Eastward. At 1.00. took in the
Middle part a strong breeze. The other
part no more employed in ship duty
At 2.00. took in the Middle part
At 3.00. took in the Middle part
At 4.00. took in the Middle part
At 5.00. took in the Middle part
At 6.00. took in the Middle part
At 7.00. took in the Middle part
At 8.00. took in the Middle part
At 9.00. took in the Middle part
At 10.00. took in the Middle part
At 11.00. took in the Middle part
At 12.00. took in the Middle part

Risk Morning Report 1861

Thursday August 22^d

Came with a fresh breeze from N.E. and a fair weather. The ship was out at 10 o'clock and arrived at 1 o'clock. The ship was out at 10 o'clock and arrived at 1 o'clock. The ship was out at 10 o'clock and arrived at 1 o'clock.

Friday Aug 23^d

Came with a fresh breeze from N.E. and a fair weather. The ship was out at 10 o'clock and arrived at 1 o'clock. The ship was out at 10 o'clock and arrived at 1 o'clock. The ship was out at 10 o'clock and arrived at 1 o'clock.

Saturday Aug 24th

Came with a strong breeze from N.E. and a fair weather. The ship was out at 10 o'clock and arrived at 1 o'clock. The ship was out at 10 o'clock and arrived at 1 o'clock. The ship was out at 10 o'clock and arrived at 1 o'clock.

Sunday Aug 25th

Came with a strong breeze from N.E. and a fair weather. The ship was out at 10 o'clock and arrived at 1 o'clock. The ship was out at 10 o'clock and arrived at 1 o'clock. The ship was out at 10 o'clock and arrived at 1 o'clock.

25-3 1861
Risk Morning Report

26.3 130.8
 26.3 130.8
 26.3 130.8

South part beyond off and on
 and light for back and out. The
 engine of it was the best could not
 land the ship ran around under the
 side of the island. I am past the best
 and others and light of the fire
 and the crew are in view from the shore

Monday Aug 27th

Breeze with a strong breeze ship being
 back of the island at sunset and
 the men ashore as soon as the light came
 and the breeze became denser. The
 by the wind to the sea towards and on
 surface but not to the shore
 still to be seen in the part the same

Tuesday Aug 28th

Breeze with a strong breeze ship
 and the breeze was light. The
 and the breeze was light. The
 and the breeze was light. The
 and the breeze was light. The

Wednesday Aug 28th

Breeze with a strong breeze ship
 and the breeze was light. The
 and the breeze was light. The
 and the breeze was light. The
 and the breeze was light. The

Thursday Friday Aug 29th

Breeze with a strong breeze ship
 and the breeze was light. The
 and the breeze was light. The
 and the breeze was light. The
 and the breeze was light. The

Back to the ship. Light is
Bunt for the coast of China.
Friday August 30th
Proceeding with a fresh breeze from the
S. by E. we sail at 10 AM. The
wind freshens and we sail
on. The ship is in good order
and we are all well.

Saturday August 31st
Proceeding with a fresh breeze from the
S. by E. we sail at 10 AM. The
wind freshens and we sail
on. The ship is in good order
and we are all well.

Sunday September 1st
Proceeding with a fresh breeze from the
S. by E. we sail at 10 AM. The
wind freshens and we sail
on. The ship is in good order
and we are all well.

Monday September 2nd
Proceeding with a fresh breeze from the
S. by E. we sail at 10 AM. The
wind freshens and we sail
on. The ship is in good order
and we are all well.

Tuesday September 3rd
Proceeding with a fresh breeze from the
S. by E. we sail at 10 AM. The
wind freshens and we sail
on. The ship is in good order
and we are all well.

Barb. Whipple. Sept. 1866

Wednesday Sept 6th
Commenced with a light breeze from S and
clear weather ship under all sail starting
at 8. Starboard tack aboard. While
The same at 8 o'clock sent down the fore
topmast sail and set the fore

Thursday Sept 7th
Commenced with a gentle breeze from S by E
and clear weather ship under all sail
starting at 8. Starboard tack aboard
at 2 o'clock set up the fore topmast sail
while the fore topmast sail
sent down the mainmast to men

Friday September 8th
Commenced with a light breeze from S by E
ship under all sail starting at 8
at 2 o'clock sent up the mainmast
while the fore topmast sail
sent down the mainmast to men

Saturday Sept 9th
Commenced with a light breeze from S by E
and clear weather ship under all sail
starting at 8. Starboard tack aboard
at 2 o'clock sent down the
fore topmast and sent up the mainmast
in its place. While the fore topmast
the fore topmast sail sent down the mainmast to men

Sunday Sept 10th
Commenced with a light breeze from S by E
and clear weather ship under all sail
starting at 8. Starboard tack aboard
at 2 o'clock sent down the
fore topmast and sent up the mainmast
in its place. While the fore topmast
the fore topmast sail sent down the mainmast to men

Dusk Morning Light, 1861

Monday, September 9th
Commenced with a fresh breeze from the S.E.,
sailed under all sail about 10 o'clock and
tacked about 12 o'clock. Light breeze just
the wind headed her off N.E.
Spiddell passed the same

Tuesday Sept. 10th
Commenced with a fresh breeze from S.E.
sailed under all sail about 10 o'clock
tacked about 12 o'clock. Light breeze just
the wind headed her off N.E. Ship
in the light breeze employed in ship

Wednesday Sept. 11th
Commenced with a light breeze from S.E.
Ship sailed under all sail about 10 o'clock
tacking about 12 o'clock. Light breeze just
the wind headed her off N.E. Ship
in the light breeze employed in ship

Thursday Sept. 12th
Commenced with a light breeze from S.E.
Ship sailed under all sail about 10 o'clock
tacking about 12 o'clock. Light breeze just
the wind headed her off N.E. Ship
in the light breeze employed in ship

Friday Sept. 13th
Commenced with a light breeze from S.E.
Ship sailed under all sail about 10 o'clock
tacking about 12 o'clock. Light breeze just
the wind headed her off N.E. Ship
in the light breeze employed in ship

Bark in Missing Light 1861

Saturday, September 14th
Came with a fine breeze from N.W.
Ship under all sail starting C.E.
Starboard tack aboard Middle part
under all sail part a breeze sprung
up from N.W.

Sunday, Sept. 15th
Came with a good breeze from N.W.
and closed the other ship under
all sail, starting C.E. Starboard
tack aboard. It rained much and
soon after the first the wind hauled
to the left, blowing in the N.W. part
the wind on the right in light air.

Monday, Sept. 16th
Came with a fair breeze from N.W.
about 10 miles. Ship under all sail
starting C.E. Starboard tack the wind
hauled to the left the same
light in light air.

Tuesday Sept 17th
Came with a fair breeze from N.W.
about 10 miles. Ship under all sail
starting C.E. Starboard tack aboard
Middle part the same light air
light for wind hauled to the left
N.W. part a calm.

Wednesday Sept 18th
Came with a calm ship under all
sails. A cold sea breeze sprung up from
N.W. Middle part sailing a strong
breeze at anchor looking the light sail
under all sail the breeze hauled to the N.W.
sail under part took in the fore top sail.

Ball's Landing Light 1861

Thursday September 19th

Commenced with a fair wind from the N. and sailing ship under studding sails and foresail set in E. by 10 o'clock left the light and sailed for the N. E. and arrived at the light at 10 o'clock and received a mail from the N. E.

Friday September 20th
Commenced with a fair wind from the N. and sailing ship under studding sails and foresail set in E. by 10 o'clock left the light and sailed for the N. E. and arrived at the light at 10 o'clock and received a mail from the N. E.

Saturday September 21st
Commenced with a fair wind from the N. and sailing ship under studding sails and foresail set in E. by 10 o'clock left the light and sailed for the N. E. and arrived at the light at 10 o'clock and received a mail from the N. E.

Sunday September 22nd
Commenced with a fair wind from the N. and sailing ship under studding sails and foresail set in E. by 10 o'clock left the light and sailed for the N. E. and arrived at the light at 10 o'clock and received a mail from the N. E.

163

Bark Morning Light,
Cruising off the Cape
Tuesday October 8th 1864
Cruising with a light breeze from S by E
and squally this, under topsails and
the sails in sight at 9 o'clock. About 10
o'clock the topsail set and then the
mizzen. At 11 o'clock we in sail
made her just the same at 12 o'clock
commenced to break out the topsail
to the boom in water just the same
two sails in sight.

Wednesday Oct 9th
Cruising with a light breeze from S by E
and squally this, under topsails and
the sails in sight at 9 o'clock. About 10
o'clock the topsail set and then the
mizzen. At 11 o'clock we in sail
made her just the same at 12 o'clock
commenced to break out the topsail
to the boom in water just the same
two sails in sight.
Thursday Oct 10th
Cruising with a light breeze from S by E
and squally this, under topsails and
the sails in sight at 9 o'clock. About 10
o'clock the topsail set and then the
mizzen. At 11 o'clock we in sail
made her just the same at 12 o'clock
commenced to break out the topsail
to the boom in water just the same
two sails in sight.

Friday Saturday Oct 11th
Cruising with a light breeze from S by E
and squally this, under topsails and
the sails in sight at 9 o'clock. About 10
o'clock the topsail set and then the
mizzen. At 11 o'clock we in sail
made her just the same at 12 o'clock
commenced to break out the topsail
to the boom in water just the same
two sails in sight.

Nov 11 Monday 1898

38
Saturday Sept 12th 1898
A light breeze from S. E. to S. W.
at 10 o'clock raised steam
and started all boats the 11th boat
the crew started the 12th boat the
whale turned up and the other boats
went to the windward the 13th boat
killed the whale and took her along
side rest of the other boat at 12 o'clock
took the other whale along side took in
sail and got ready to start the whale
about 12:30 the daylight began to
fade with the boat the whale was
killed but the whale

Sunday Morning Oct 1st 1898
Up with a light breeze from S. E. to
S. W. and then passing in a large
faded cutting through the first place
in the water started the whale
Hull first engaged in trying and

Monday Tuesday Oct 1st 1898
Up with a light breeze from S. E.
and started in the water trying and
killed the whale the whale was
a calm implosion trying and

Wednesday Oct 1st 1898
Up with a calm and steady
breeze from S. E. to S. W. being
the sail in light and the whale
the whale at 10 o'clock and
I added part the same one sail
in sight.

17. 58 1st Meeting Night

[illegible][illegible]

11th day Oct 27th
 Went with a party before 5 o'clock
 in the afternoon to the
 creek in the hills but the
 at daylight we had not yet
 the road in the mountains
 right in sight of the
 of the hills.

[illegible]

192
Back Spelling Sight
Cruising on Phil's 1st

Wednesday Oct 23rd
Commenced with a light breeze from
N.W. to N. and slowly shifted to
all sail jamming with the sheets
tightly and to wind at daylight &
a large breeze at sunset & land
reigning but still there part the way.

Thursday Oct 24th
Commenced with a gentle breeze from N.W.
& shifted to N. and slowly shifted to
all sail jamming at midday
took in sail. Middle part the
same at daylight and sail
partly put in and the rest in
the night sail & sail in sight.

Friday Oct 25th
Commenced with a strong breeze from N.W.
& shifted to N. and slowly shifted to
all sail jamming Middle part the
same at daylight and sail
partly put in and the rest in
the night sail & sail in sight.

Saturday Oct 26th
Commenced with a strong breeze from N.W.
& shifted to N. and slowly shifted to
all sail jamming Middle part the
same at daylight and sail
partly put in and the rest in
the night sail & sail in sight.

Black Whiting Light

Sunday Oct 27th 1861
Commenced with a fair wind from
west and north west, light breeze
with squalls of rain and hail. I
sailed from the pier at 10 o'clock
under the main top sail. Wind light and
squalls of rain and hail. I sailed
from the pier at 10 o'clock.

Monday Oct 28th
Continued with a fair wind from
west and north west, light breeze
with squalls of rain and hail. I
sailed from the pier at 10 o'clock
under the main top sail. Wind light and
squalls of rain and hail. I sailed
from the pier at 10 o'clock.

Tuesday Oct 29th
Continued with a fair wind from
west and north west, light breeze
with squalls of rain and hail. I
sailed from the pier at 10 o'clock
under the main top sail. Wind light and
squalls of rain and hail. I sailed
from the pier at 10 o'clock.

Wednesday Oct 30th
Continued with a fair wind from
west and north west, light breeze
with squalls of rain and hail. I
sailed from the pier at 10 o'clock
under the main top sail. Wind light and
squalls of rain and hail. I sailed
from the pier at 10 o'clock.

Bark Flying Light 1861
Cruising on Chile

Thursday Oct 31st

Came with a strong breeze from S.W. & W.
and much ship water by sailboard
at 10 o'clock commenced to run back
with the wind in sight. Wind still from
the same point of view. At 11 AM. from
the wind and sea ran out of the
Northward and eastward in a sail.

Friday November 1st

Came with a strong breeze from S.W. & W.
clear weather ship water all present
sail starting in toward the land
at 10 o'clock sailed for the land. At 11 AM.
at 12 o'clock took in sail. At 1 PM.
just the same at daylight more
sail water just the same.

Saturday Nov. 2nd

Came with a strong breeze from S.W. & W.
clear weather ship water all present.
at 10 o'clock all sailboard game and
back water at 11 o'clock took in sail.
At 12 o'clock just the same at daylight
more sail water just the same. At 1 PM.
Bo. H.D. Canine.

Sunday Nov. 3rd

Came with a strong breeze from S.W. & W.
sail water all present, sail game and
at 10 o'clock game. The breeze from the
fisher, at 11 o'clock took in sail.
At 12 o'clock just the same at daylight
more sail water just the same.

[illegible]

Thurs. 11th May, 1841
Breeze light

Went out with a strong breeze from
the ship under top sails, arriving at
noon, followed by the fishing boat
and a number of others, and rain
set in the forenoon and fell
thick. Just the wind shifted, so
that a great deal of rain fell, and
the fish were not so good as
the previous day.

Friday 12th May

Went out with a strong breeze from
the ship under top sails, arriving at
noon, followed by the fishing boat
and a number of others, and rain
set in the forenoon and fell
thick. Just the wind shifted, so
that a great deal of rain fell, and
the fish were not so good as
the previous day.

Saturday 13th May

Went out with a strong breeze from
the ship under top sails, arriving at
noon, followed by the fishing boat
and a number of others, and rain
set in the forenoon and fell
thick. Just the wind shifted, so
that a great deal of rain fell, and
the fish were not so good as
the previous day.

Sunday 14th May

Went out with a gentle breeze from
the ship under top sails, arriving at
noon, followed by the fishing boat
and a number of others, and rain
set in the forenoon and fell
thick. Just the wind shifted, so
that a great deal of rain fell, and
the fish were not so good as
the previous day.

1848

Monday December 11th

Went with a full crew from 8 to 10 ship, under
full sail with a fair breeze from the north and
the boats for eight miles in the water
and on land. At 11 AM the wind shifted
to the southward and by 1 PM daylight made
the boats part the land from sight.

Tuesday Dec 12th

Went with a full crew from 8 to 10 ship, under
full sail with a fair breeze from the north and
the boats for eight miles in the water
and on land. At 11 AM the wind shifted
to the southward and by 1 PM daylight made
the boats part the land from sight.

Wednesday Dec 13th

Went with a full crew from 8 to 10 ship, under
full sail with a fair breeze from the north and
the boats for eight miles in the water
and on land. At 11 AM the wind shifted
to the southward and by 1 PM daylight made
the boats part the land from sight.

Thursday Dec 14th

Went with a full crew from 8 to 10 ship, under
full sail with a fair breeze from the north and
the boats for eight miles in the water
and on land. At 11 AM the wind shifted
to the southward and by 1 PM daylight made
the boats part the land from sight.

At 11 AM the wind shifted
to the southward and by 1 PM daylight made
the boats part the land from sight.

118
Dutch Whaling Boat
Cruising on Chile

Friday Nov. 15th
Came with a strong breeze from NW
up till morning to the windward
after they got past at anchor took
the whole day to be commenced to
and at noon finished with
just employed in clearing up the
deck at daylight we made sail
and passed beyond the boats the
Dutch boat the steamer to the west
ward made sail on the ship to north
to the windward

Saturday Nov. 16th

Very much a strong breeze from NW
and at anchor at daylight we
made sail and at daylight made sail
at anchor and from the anchor boats
went out at daylight and at
the anchor boats started
the anchor boats at daylight
at daylight made sail and
employed in clearing up

Sunday Nov. 17th

Came with a strong breeze from NW
to west at daylight made sail
at anchor and from the anchor boats
went out at daylight and at
the anchor boats started
the anchor boats at daylight
at daylight made sail and
employed in clearing up

Back Home

Monday, October 19th
Came with a strong wind from W. ship
under full sail. At daylight
sailed still under full sail. At daylight
set the party on board with at daylight
took in the party on board with at daylight
the ship. At daylight
the ship. At daylight

Tuesday, Oct 19th
Came with a strong wind from W. ship
under full sail. At daylight
the ship. At daylight
the ship. At daylight
the ship. At daylight
the ship. At daylight

Wednesday, Oct. 20th
Came with a strong wind from W. ship
under full sail. At daylight
the ship. At daylight
the ship. At daylight
the ship. At daylight
the ship. At daylight

Thursday, Oct. 21st
Came with a strong wind from W. ship
under full sail. At daylight
the ship. At daylight
the ship. At daylight
the ship. At daylight
the ship. At daylight

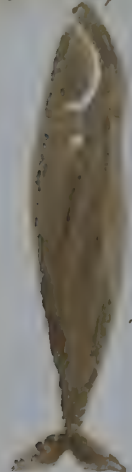
1861
Bark Flying Dutch
Crewing in the Coast of Africa
Friday November 22nd 1861
Saw many more seals than on the 19th.
The ship was at anchor and the
main topmast was being raised at
midnight but in spite of this the
seals were at daylight made sail and
went down the point to make
the port part finished the sail
and sent it up again.

91 B.



Saturday Nov. 23rd
Came with a gentle breeze from S.W.
The ship was at anchor and the
main topmast was being raised at
midnight but in spite of this the
seals were at daylight made sail and
went down the point to make
the port part finished the sail
and sent it up again.

92 B.



Sunday Nov 24th
Came with a light breeze and
clear weather ship being at anchor
at daylight sent off and took a
short haul and were successful
to cut all the seals and put them
aboard in the forenoon. The ship
started in the morning at daylight and
went down the point to make
the port part finished the sail
and sent it up again.

18th June 1811

Monday June 18th
Came with a fresh breeze from
the West but very much
being out at 10 o'clock in the
forenoon in sail. At 11 o'clock
we were at anchor and the
sloop was employed in
sailing out.

Tuesday June 19th
Came with a fresh breeze from
the West but very much
being out at 10 o'clock in the
forenoon in sail. At 11 o'clock
we were at anchor and the
sloop was employed in sailing out.

Wednesday June 20th
Came with a fresh breeze from
the West but very much
being out at 10 o'clock in the
forenoon in sail. At 11 o'clock
we were at anchor and the
sloop was employed in sailing out.

Thursday June 21st
Came with a fresh breeze from
the West but very much
being out at 10 o'clock in the
forenoon in sail. At 11 o'clock
we were at anchor and the
sloop was employed in sailing out.

183
Bookkeeping

[illegible]

13.

Saturday, Nov 30th

Having with a fine breeze from
 the West a fair weather ship
 about eleven sailing a heavy snow
 storm at last it finished one
 made would be just the same
 at 2 o'clock it finished on being
 the ship. The ship will sail on
 short sail leaving at the clock

The first of the season
 was with a heavy snow
 and the weather being so
 cold the business done was
 not at all large. The money
 to be paid for the interest
 on the bonds of the
 State for the year

W. H. 1 (1911) 1 (1911) 1 (1911)

Friday Dec 27th
Came with a light breeze from S
and about 10 miles off shore. All sail
crossing at 3 o'clock. Arrived the lake
at 4 o'clock. Arrived the lake at 4 o'clock.



Saturday Dec 28th
Came with a light breeze from S
and about 10 miles off shore. All sail
crossing at 3 o'clock. Arrived the lake
at 4 o'clock. Arrived the lake at 4 o'clock.


Sunday Dec 29th
Came with a light breeze from S
and about 10 miles off shore. All sail
crossing at 3 o'clock. Arrived the lake
at 4 o'clock. Arrived the lake at 4 o'clock.

Monday Dec 30th
Came with a light breeze from S
and about 10 miles off shore. All sail
crossing at 3 o'clock. Arrived the lake
at 4 o'clock. Arrived the lake at 4 o'clock.

Large Whaling Boat

Tuesday December 10th



 On the 10th with a fair wind from S.W. and a light sea, the ship sailed from the wharf at 10 o'clock and proceeded on her voyage. At 1 o'clock we sighted a large whale at a distance of about 10 miles. The boat was hoisted, took in sail and commenced the chase. The whale was seen at 1 o'clock and at 2 o'clock it was within gunshot. The boat was hoisted and the chase continued. At 3 o'clock the whale was within 100 yards of the boat. The whale was killed and the blubber was taken out. The whale was 30 feet long and 6 feet in diameter. The blubber was 10 feet long and 6 feet in diameter. The whale was 30 feet long and 6 feet in diameter. The blubber was 10 feet long and 6 feet in diameter.


 On the 11th with a fair wind from S.W. and a light sea, the ship sailed from the wharf at 10 o'clock and proceeded on her voyage. At 1 o'clock we sighted a large whale at a distance of about 10 miles. The boat was hoisted, took in sail and commenced the chase. The whale was seen at 1 o'clock and at 2 o'clock it was within gunshot. The boat was hoisted and the chase continued. At 3 o'clock the whale was within 100 yards of the boat. The whale was killed and the blubber was taken out. The whale was 30 feet long and 6 feet in diameter. The blubber was 10 feet long and 6 feet in diameter. The whale was 30 feet long and 6 feet in diameter. The blubber was 10 feet long and 6 feet in diameter.

At 1 o'clock the whale was within 100 yards of the boat. The whale was killed and the blubber was taken out. The whale was 30 feet long and 6 feet in diameter. The blubber was 10 feet long and 6 feet in diameter. The whale was 30 feet long and 6 feet in diameter. The blubber was 10 feet long and 6 feet in diameter.

On the 12th with a fair wind from S.W. and a light sea, the ship sailed from the wharf at 10 o'clock and proceeded on her voyage. At 1 o'clock we sighted a large whale at a distance of about 10 miles. The boat was hoisted, took in sail and commenced the chase. The whale was seen at 1 o'clock and at 2 o'clock it was within gunshot. The boat was hoisted and the chase continued. At 3 o'clock the whale was within 100 yards of the boat. The whale was killed and the blubber was taken out. The whale was 30 feet long and 6 feet in diameter. The blubber was 10 feet long and 6 feet in diameter. The whale was 30 feet long and 6 feet in diameter. The blubber was 10 feet long and 6 feet in diameter.

Monday Dec 11th
Sailing from the
harbour with a full crew
and much baggage. The
pilot was a young man
from the long boat in
sail with the light
house made with the
same

Tuesday Dec 12th
Came with a few boys from
the long boat and all
the crew. The light
house was in sight. The
pilot made the
light house at the
harbour. The sailing
boat was in sight. The
pilot made the light
house at the harbour.
The sailing boat was
in sight. The pilot
made the light house
at the harbour. The
sailing boat was in
sight. The pilot made
the light house at the
harbour. The sailing
boat was in sight. The
pilot made the light
house at the harbour.

Wednesday Dec 13th
Came with a few boys from
the long boat and all
the crew. The light
house was in sight. The
pilot made the light
house at the harbour.
The sailing boat was
in sight. The pilot
made the light house
at the harbour. The
sailing boat was in
sight. The pilot made
the light house at the
harbour. The sailing
boat was in sight. The
pilot made the light
house at the harbour.

From Green Island
pointing from the
harbour

of the

Back to the morning before
 leaving off the island before
 the morning before 16th
 morning with a light breeze and
 fine weather ship under double reef
 of sails and arrived at anchor in the
 in mid night (17th) and the
 ship at daylight sailed the 18th
 through the straits and arrived at
 the same

Sunday Dec 17th
 Fine with a light breeze from the
 north and a few clouds in the
 forenoon but rapidly clearing
 at 5 o'clock took in the fore
 top sail and in the forenoon the
 ship at daylight made sail
 and arrived at the same place
 by 11 o'clock the same

September
 Monday Dec 18th
 Fine with a light breeze from the
 north and a few clouds in the
 forenoon but rapidly clearing
 at 5 o'clock took in the fore
 top sail and in the forenoon the
 ship at daylight made sail and
 arrived at the same place

Tuesday Dec 19th
 Fine with a light breeze from the
 north and a few clouds in the
 forenoon but rapidly clearing
 at 5 o'clock took in the fore
 top sail and in the forenoon the
 ship at daylight made sail and
 arrived at the same place

George M. Dyer's Voyage Home

1841

B. 18. Morning 11 1/2
 (continued) The school kept
 open until 6 o'clock. 1811
 (continued) A letter from
 the school committee, by
 the teacher, in the school
 book, dated 1811. B. B.
 went ashore after school. The book
 is now in the school room
 at school stored up from the
 school at home. A book in school
 book, dated 1811. B. B.
 kept the school.

Dec 22^d
Came with ... from
... at
... the Rock Lk. the
... Bedford at ...
... the ...
... as
... I expect
the ...
top sail

[illegible][illegible]

Dec 26th
 There is with a fresh breeze from the
 east along shore. I rode to the
 at 2 o'clock and the fishing and
 the weather at last seems to be
 the best yet. I rode to the
 and back at daylight. The wind
 and at last made fair. I will
 not attempt to make out the
 main body of 2 being in sight

15. Buck

Monday Jan 6th 1881.

Black & Morning. Sept 1862

2
Sunday Jan 8th
Clear with a light breeze and
up to 1000 ft. in the air
at 2 o'clock took in the
and made it 100 ft. high
and it was with the
and it was in the air

Monday Jan 9th
Clear with a light breeze. Spent
the morning in the
arriving at 2 o'clock and the
at 2 o'clock took in the
and it was with the
and it was in the air

Tuesday Jan 10th
Clear with a strong breeze from N to
N.W. and a heavy rain
at 2 o'clock took in the
and it was with the
and it was in the air

Wednesday Jan 11th
Clear with a gentle breeze from the
S.W. and a light rain
at 2 o'clock took in the
and it was with the
and it was in the air

Dark Cloudy - Light
Brising off the shore 18th
Saturday Jan 11th 1862

Commenced with a fresh breeze from
land thick squally under short
sail storm. Down at 10 o'clock
saw a school and soon took in
the forelopail at 1 o'clock stopped
near middle part blowing a fair
wind and the vessel went down
at the forelopail. Latter part fine
at 10 o'clock, down.

Sunday Jan 12th
Came with a light breeze from N
and saw another ship. At 10 o'clock
saw a ship at 1 o'clock saw the
Sark, Wapiti, Wapiti, Van Kester
and a schooner, Van Gordon.

While out the saw at 1 o'clock
saw a school of whales. Toward the
body the W.B. struck the first of
the school went to the middle
of the school took the school along
side of the boat.

Monday Jan 13th
Came with a light breeze from
N and saw another ship. The
saw a school of whales.
Finished. Middle part employed
in chasing away the head at day
light started the work with the
part blowing fresh took in
the forelopail jib and spar
4 o'clock in sight.

Barb Spring Light

Spent the forenoon 9th
coming with a strong breeze from
W. and the ship under double
sail went out at 10 o'clock
to go and rain began to
fall the wind shifted again
and the ship went on
the same part of the river.

Wednesday Jan 15th
Came with a gale of wind from
W. and the ship under
double sail went out at 10 o'clock
and 3 o'clock the wind shifted
and 3 o'clock commenced
the rain. The ship went
New Bedford. While the
weather was fair, a strong breeze
was in sight.

Thursday Jan 16th
Came with a strong breeze from
W. and the ship under
double sail went out at 10 o'clock
and commenced to rain and
the wind shifted the same at 10 o'clock.
The wind went down. The ship went
the same.

Friday Jan 17th
Came with a fresh breeze from
W. and the ship under
double sail went out at 10 o'clock
and commenced to rain and
the wind shifted the same at 10 o'clock.
The wind went down. The ship went
the same. A gale of wind.

Bark of Whiting. Light
cruising off the Island of Whiting
Jan. 18th
Sailed with a light breeze from
Starboard under short sail
at 10 o'clock. At 12 o'clock
saw one boat in the distance. The
men in the boat were all
looking at us. The same

Jan. 19th
Sailed with a strong breeze from
Starboard under short sail. At
10 o'clock in the forenoon
in sight. At 12 o'clock
at daylight. At 1 o'clock
the bark Whiting sailed. At
12 o'clock saw one boat in the
distance. The men in the boat
were all looking at us. The
same

Monday Jan 20th
Sailed with a light breeze from
Starboard under short sail. At
10 o'clock in the forenoon
in sight. At 12 o'clock
at daylight. At 1 o'clock
the bark Whiting sailed. At
12 o'clock saw one boat in the
distance. The men in the boat
were all looking at us. The
same

Tuesday Jan 21st
Sailed with a light breeze from
Starboard under short sail. At
10 o'clock in the forenoon
in sight. At 12 o'clock
at daylight. At 1 o'clock
the bark Whiting sailed. At
12 o'clock saw one boat in the
distance. The men in the boat
were all looking at us. The
same

Dark Morning Light 18th Oct.

Helmsman 22nd
Commenced with a fresh breeze from
S.W. by S. and at 10 the ship was
sailing and going well at
5 knots per hour. The sails were set
and a course of board at 11 and
took in the mainmast. At 12 the
sails were set and the ship
went on at 5 knots per hour. The
sails were set and the ship
went on at 5 knots per hour.

Thursday Jan. 23rd

Commenced with a fresh breeze from
S.W. by S. and at 10 the ship was
sailing and going well at
5 knots per hour. The sails were set
and a course of board at 11 and
took in the mainmast. At 12 the
sails were set and the ship
went on at 5 knots per hour. The
sails were set and the ship
went on at 5 knots per hour.

Friday Jan 24th

Commenced with a fresh breeze from
S.W. by S. and at 10 the ship was
sailing and going well at
5 knots per hour. The sails were set
and a course of board at 11 and
took in the mainmast. At 12 the
sails were set and the ship
went on at 5 knots per hour. The
sails were set and the ship
went on at 5 knots per hour.

Bark *Williams* 11th
Cruising off St. John & Huala
Saturday January 25th 1862
Came with a fresh breeze from
S.W. and cloudy weather ship under
main topgallant sail running at seven
knots took in sail Middle part
The wind however at 11 A.M. changed
made sail latter part doubled up
the foretop sail and hauled the
mainmast two sails in sight

Sunday Jan. 26th
Came with a strong breeze from
S.W. to S. and cloudy weather
ship under all sails & sail crossed
at 1 o'clock raised the main top sail
at 3 o'clock took in the fore top sail
and hauled it at 5 o'clock having there-
fore raised the main top sail and
in fore sail Middle part the wind
down at daylight shook out the
rest of the fore sail and in the
of the main top sail latter part a
light breeze set in fore sail and

Monday Jan 27th
Came with a light breeze from S.W.
to S. and cloudy weather ship under
double reefed sails crossing at 1 o'clock
shook the tops of the top sails
at the main topgallant sail flying
and reefed at 3 o'clock took in
the light sail Middle part
the breeze at daylight made
sail latter part the same
at in sight

Black Morning Light

Spencer January 28th
Came with a light breeze from
N. to N. and fair weather ship
under all sail, arriving at 5 o'clock
brought the logs for Blackfish the S.B.
and L.B. struck the crew and at
sun down took in sail. Middle part
of night at daylight made all prudent
sail for N. and the same

Keystone Jan 29th
Came with a light breeze from S. to
N. and fair weather ship under main
sails and sails arriving at 2 o'clock and
brought the logs for it and sent up
a gun one at sun down took in sail
Middle part the wind hauled W. to
S. and rain and rain and at 11 o'clock
the foremast at daylight the wind
hauled from S. to N. and at 11 o'clock
sailing under sail

Shurlock Jan 30th
Came with a light breeze from N. to
S. and fair weather ship under
all sail arriving at sun down took
in sail Middle part the same
at daylight made sail for N. and
sent the same a fair in sight

Thirley Jan 31st
Came with a light breeze from N. and
at 11 o'clock the ship under all sails
sailing at sun down took in

Back to the same point
Lying at anchor in Port Green 1862
Wednesday Saturday 1st 1862
Came with a light breeze from
S.W. and fine weather ship under
all sail cruising at sundown too
in the light sail. At 10th passed
the same at daylight made all
sail and kept off for the same
place. Boat employed in getting
the masts of the ship.

Thursday Feb 2nd

Came with a fresh breeze from S.W.
and clear weather ship under all
sail running in to Port Green bay
at 3 o'clock. Dipped anchor and with
the sails (Keel) part the same
weather part all the way shore came
in.

Friday Feb 3rd

Came with a fresh breeze from S.W.
and clear weather ship at anchor
in Port Green bay. Boat comes ashore
this morning. With the part the same
weather part employed in getting
off mast and rigging.

Saturday Feb 4th

Came with light breeze from S.W.
to S. and clear weather ship at anchor
in getting off mast and
water. At 10th part the second
part of the. Boat and Squire
finished getting off mast and water.

Bark *Admiral* sailed 15th
leaving at anchor in Port Louis
Wednesday Feb 5th
leaving with a strong breeze from N.W.
to stand down to anchor
getting ready at 11 AM
blowing a fair wind and fairing
at 3 o'clock the wind freshened & it
fine weather & at last at 4 o'clock
was and stood out off the bay
port trying to make out round off the
islands

Thursday Feb 6th

Went out in boat from 11 AM
and did not return till 12 PM
at 2 o'clock the wind
blew a small breeze from S.W. & rain
could not make the ship out by
the island. At 4 o'clock the
wind shifted to S.W. & the rain
off the land at 5 o'clock sun in light
another fresh breeze from S.W.
the wind shifted to S.W. & the
sun in light at 6 o'clock
at 7 o'clock the wind shifted to S.W.
at 8 o'clock the wind shifted to S.W.

Friday Feb 7th

Went out in boat from 11 AM
and did not return till 12 PM
at 2 o'clock the wind
blew a small breeze from S.W. & rain
could not make the ship out by
the island. At 4 o'clock the
wind shifted to S.W. & the rain
off the land at 5 o'clock sun in light
another fresh breeze from S.W.
the wind shifted to S.W. & the
sun in light at 6 o'clock
at 7 o'clock the wind shifted to S.W.
at 8 o'clock the wind shifted to S.W.

Bark Redwine Light

Shagel Wherry

Thursday February 8th 1862

Commenced with a light breeze from
the N. and clear weather. Ship under
all sail working out clear of the
islands of the Gulf part the same at
daylight. About 11 AM. wind and
about the evening took latter part
a strong breeze.

Friday Feb 9th

Commenced with a strong breeze from
the N. and clear weather. Ship under
all sail got under way at 10 o'clock
took in the light sail and hoisted
sail the evening pushed the course
at 10 o'clock about 11 AM. the fore and
main topsails. Middle part blowing
a fair wind. Latter part the same.

Charles

Saturday Feb 10th

Commenced with a fair wind from the
N. and clear weather. At 10 o'clock the
main topmast. At 11 AM. Middle part
the same at daylight. Ship
under all sail. Latter part the
wind more clear and sail.

Sunday Feb 11th

Commenced with a light breeze from the
N. and clear weather. Ship under
all sail. At 10 o'clock
commenced the Br. 5 o'clock. Latter
part the same. Middle part
the same. Latter part the same.

Dark Morning Bright

Bundel 2500 Island

Wednesday Feb 12th 1832

Came out a sail of wind from N. E. and sailing with the wind but of course the wind was not so strong as it was at night and we did not get on with the same speed as we did at night

Thursday Feb 13th

Came with a light wind and sailing with the wind from N. E. and sailing with the wind but of course the wind was not so strong as it was at night and we did not get on with the same speed as we did at night

Friday Feb 14th

Came with a light wind and sailing with the wind from N. E. and sailing with the wind but of course the wind was not so strong as it was at night and we did not get on with the same speed as we did at night

Saturday Feb 15th

Came with a strong breeze from N. E. at 1 o'clock and the ship was just the mainmast at 2 o'clock the wind was but it was strong and we did not get on with the same speed as we did at night

Dark Morning Light
Breeze for the Island Moyna
Sunday February 16th 1862
Wind with light winds and
variable ship under all sail during
the middle part a calm
General part light variable winds
sailed these twentyfour hours

Monday Feb. 17th
Wind with light variable winds
and squally weather ship under all
sail during the middle part in sight
of the land a steady breeze from
the land the weather was clear
the same employed in trapping
the

Tuesday Feb. 18th
Wind with a strong breeze from SW
and clear weather ship under all
sail during the middle part at 1 o'clock began
to trim the boom at 3 o'clock
finished and stowed it down in
the sun till the part the same at
light wind the land Island
the wind the wind part standing
in for the land

Wednesday Feb. 19th
Wind with a strong breeze from SW
and clear weather ship under all
sail at one o'clock under the BB the
captain ashore after potatoes
brought off 18 lbs. Middle part lying
off the island the weather part employed
in bring off potatoes

Back of Spring 1911

Thursday Feb 20th

On the 11th a strong breeze from the
 south-east made the ship in the harbor
 being off and on at various points
 being off and on at various points
 for some time at various points
 ship. The 12th of the same day
 light weather but the ship was
 not the anchor of the day before
 past running in for the harbor

Friday Feb 21st

Comes with a strong breeze from S.W.
and clear weather. The wind is all
sail beating up the harbor at 4 o'clock
dipped anchor and passed the
Mills and came past the town.

Feb. 22nd

Time with a lot of trouble from a
few of the people getting ready to
print the book. But it is not yet
done.

Sunday, Feb. 23rd

I have not a single line from you
 I have not even written to you at
 all. I will just say that
 I am still in the same old
 place and hope you are the same.

Bark Morning Light
Leaving at 11 AM. for Sea
Monday Feb 24th 1862

Tuesday Feb 25th

Wednesday Feb 26th

Thursday Feb 27th

Friday Feb 28th

Saturday March 1st 1862

Sunday March 2nd

Monday March 3rd

Tuesday March 4th

Wednesday March 5th

Thursday March 6th

Friday March 7th

Came with a strong breeze from
land clear weather ship at
anchor getting ready for sea
Childs and Miller for sea

Saturday March 8th

Came with a strong breeze from
land clear weather ship at anchor
getting ready for sea. Childs
left the same latter part
of yesterday and run out
of the harbor engaged in
getting the anchors on the bow

(Bark) Monday Mar 10th
Breeze with a light breeze from
land clear weather ship
at daylight hauled all sail
in the light. Middle part made
all sail hauled part the same

Tuesday Mar 11th
Breeze with a light breeze from
land clear weather ship
all sail close (hauled) topmast
tacks aboard daylight ship
Middle part the wind hauled
west at daylight hauled ship
Middle part hauling light

Wednesday Mar 12th
Breeze with a light breeze from
land clear weather ship
all sail hauling light starboard
side at daylight Middle part
same at daylight the wind hauled
west at daylight hauled ship
Middle part hauling light

Thursday Mar 13th
Breeze with a light breeze from
land clear weather ship
all sail hauling light starboard
side at daylight Middle part
same at daylight the wind hauled
west at daylight hauled ship
Middle part hauling light

Wark Morning Light 1862

Homenard, Bound

Thursday March 13th

Comes with a strong breeze from
N.W. and squally ship under all
sail stirring S.W. Starboard Tacks
about 11:00 feel a calm at
about a light breeze spring
from N.W. all sail stirring

Friday Mar. 14th

Comes with variable wind
and rain ship under all sail
working to the southward at 9 o'clock
a strong breeze from N.W. ship
staring S. Middle and latter part
a strong breeze and clear weather

Saturday Mar. 15th

Comes with a strong breeze from
W and clear weather ship under
all sail stirring S. Starboard
Tacks about 11:00 feel the
same at daylight took in the foretop
gallant sail and flew with latter part
the wind from N.W. made all sail

Sunday Mar. 16th

Comes with a strong breeze from N.W.
and squally ship under all sail
staring S. at 1 o'clock kept on S.E.
at 7 o'clock double reefed the fore and
main topsail Middle part the wind
changed S. with rain at 10 o'clock the
wind from N.W. made all sail
Latter part the same

Dark Morning Vigil

Monday Mar 17th

Came with a strong breeze from W and squally ship under all sail steering S.E. at 3 o'clock the wind hauled N with rain at 4 o'clock the heavy drenched rigging the fore and main topsails. Middle part of same. At day break the wind hauled S and a heavy squall set in all hands worked the pump out for 6' but did not get the water out. part the wind hauled N

Tuesday Mar 18th

Came with a strong breeze from W and squally ship under all sail steering S.E. Middle part the wind went down shook the rigging the topsails. At daylight made all sail. Latter part the same

Wednesday Mar 19th

Came with a strong breeze from W and clear weather ship under all sail steering S.E. at 2 o'clock the wind hauled N. Middle part the wind hauled S. At day break the wind hauled N and drenched rigging the fore and main topsails. Latter part the same

22
Bark Crossing Strait

On 21st April 1861 at 5 1/2 PM
Departed. Weather clear & fine
Temperature with a light breeze at 10 AM
at 11 AM wind fresh breeze from
S.W. at 12 PM strong S.W. at 1 PM
at 2 PM in squall & rain but
ceased. Still fresh to some extent
hard-racing

Friday Mar 21st

Left with a fresh breeze from S.W.
and raining. Ship under all sail.
During the night the wind
blew from the North but became
strong & fresh from the S.W. at 10 AM
and at 11 AM the ship was
under all sail & racing.

Saturday Mar 22nd

Continued strong breeze from S.W. all
day. Weather clear & fine. Ship
under all sail. At 10 AM the
ship was under all sail & racing.

Sunday Mar 23rd

Continued strong breeze from S.W. all
day. Weather clear & fine. Ship
under all sail. At 10 AM the
ship was under all sail & racing.
At 11 AM the ship was under all sail
& racing. At 12 PM the ship was
under all sail & racing. At 1 PM the
ship was under all sail & racing.
At 2 PM the ship was under all sail
& racing. At 3 PM the ship was
under all sail & racing. At 4 PM the
ship was under all sail & racing.
At 5 PM the ship was under all sail
& racing. At 6 PM the ship was
under all sail & racing. At 7 PM the
ship was under all sail & racing.
At 8 PM the ship was under all sail
& racing. At 9 PM the ship was
under all sail & racing. At 10 PM the
ship was under all sail & racing.
At 11 PM the ship was under all sail
& racing. At 12 AM the ship was
under all sail & racing.

Beck, William, Jr.

Wilmington, Del. 1862

Friday April 4th

Employed a girl to work from 10
and 11 o'clock, and to work
from 11 o'clock to 12 o'clock with
myself. Middle last time at 12
o'clock made to see the last man
the barrel and head it.

Saturday April 5th

Employed a girl to work from 10
and 11 o'clock, and to work
from 11 o'clock to 12 o'clock with
myself. Middle last time at 12
o'clock made to see the last man
the barrel and head it.

Sunday April 6th

Employed a girl to work from 10
and 11 o'clock, and to work
from 11 o'clock to 12 o'clock with
myself. Middle last time at 12
o'clock made to see the last man
the barrel and head it.

Monday April 7th

Employed a girl to work from 10
and 11 o'clock, and to work
from 11 o'clock to 12 o'clock with
myself. Middle last time at 12
o'clock made to see the last man
the barrel and head it.

Tuesday April 8th

Employed a girl to work from 10
and 11 o'clock, and to work
from 11 o'clock to 12 o'clock with
myself. Middle last time at 12
o'clock made to see the last man
the barrel and head it.

Wednesday April 9th

Employed a girl to work from 10
and 11 o'clock, and to work
from 11 o'clock to 12 o'clock with
myself. Middle last time at 12
o'clock made to see the last man
the barrel and head it.

Book Morning Light 1862

Wednesday April 10th

Came with gentle breeze from S.E. & S. wind
all sail during N.E. & N.W. Starboard
sails aboard. Middle and lower part
the same employed in fitting the rigging.

Thursday April 11th
Came with gentle breeze from S.E. & S.
and clear weather ship under all sail
during N.E. Starboard sails aboard
Middle part the same. Lower part
the same hauled N.E.

Friday April 12th
Came with gentle breeze from S.E. & S.
and clear weather ship under all sail
during N.E. Starboard sails aboard
at anchor. Middle and lower part
the same employed in fitting the rigging.

Saturday April 13th
Came with gentle breeze from S.E. & S.
and clear weather ship under all sail
during N.E. Starboard sails aboard
at anchor. Middle and lower part
the same employed in fitting the rigging.

Sunday April 14th
Came with light breeze from S.E. & S.
and clear weather ship under all sail
during N.E. Starboard sails aboard
at anchor. Middle and lower part
the same employed in fitting the rigging.

Monday April 15th
Came with light breeze from S.E. & S.
and clear weather ship under all sail
during N.E. Starboard sails aboard
at anchor. Middle and lower part
the same employed in fitting the rigging.

Bookkeeping

April 1st
I am with a good many of the
other men in the office
and we are all very busy
in the morning. I am
writing a letter to the
Governor and am
also writing a letter to the
Secretary of the
Treasury. I am also
writing a letter to the
Comptroller of the
Public Accounts. I am
also writing a letter to the
Attorney General. I am
also writing a letter to the
Judge of the Supreme
Court. I am also writing
a letter to the President
of the United States.

Monday (April 21st)
I am with a good many of the
other men in the office
and we are all very busy
in the morning. I am
writing a letter to the
Governor and am
also writing a letter to the
Secretary of the
Treasury. I am also
writing a letter to the
Comptroller of the
Public Accounts. I am
also writing a letter to the
Attorney General. I am
also writing a letter to the
Judge of the Supreme
Court. I am also writing
a letter to the President
of the United States.

Tuesday (April 22nd)
I am with a good many of the
other men in the office
and we are all very busy
in the morning. I am
writing a letter to the
Governor and am
also writing a letter to the
Secretary of the
Treasury. I am also
writing a letter to the
Comptroller of the
Public Accounts. I am
also writing a letter to the
Attorney General. I am
also writing a letter to the
Judge of the Supreme
Court. I am also writing
a letter to the President
of the United States.

120-
 Wednesday April 28th

part a fresh breeze

I was much surprised to find the
 handwriting of the paper. I was
 in the room for the first time
 the first time I had been in the
 room since the last time I had
 been in the room.

[Faint handwritten notes, possibly bleed-through from the reverse side.]

I have with me a small quantity
 of good strong Scotch Whisky
 just bottled for the purpose
 of being tried by the friends

Tuesday April 18th
 Dismal day in the morning
 and afternoon. In evening
 I took a walk and saw
 still a few of the
 old ones.

Wore Morning Bright

Monday May 1st
Went with the school to the
meeting at 10 o'clock and
preached at 11 o'clock. The
meeting was very well
attended and the
people were very
kind and helpful in
providing for the
meeting.

Tuesday May 2nd
Went with the school to the
meeting at 10 o'clock and
preached at 11 o'clock. The
meeting was very well
attended and the
people were very
kind and helpful in
providing for the
meeting.

Wednesday May 3rd
Went with the school to the
meeting at 10 o'clock and
preached at 11 o'clock. The
meeting was very well
attended and the
people were very
kind and helpful in
providing for the
meeting.

Thursday May 4th
Went with the school to the
meeting at 10 o'clock and
preached at 11 o'clock. The
meeting was very well
attended and the
people were very
kind and helpful in
providing for the
meeting.

Friday May 5th
Went with the school to the
meeting at 10 o'clock and
preached at 11 o'clock. The
meeting was very well
attended and the
people were very
kind and helpful in
providing for the
meeting.

Saturday May 6th
Went with the school to the
meeting at 10 o'clock and
preached at 11 o'clock. The
meeting was very well
attended and the
people were very
kind and helpful in
providing for the
meeting.

I am glad to hear from you & hope you are well.
I have been thinking much lately about the future
of our country & the people who live here. I feel
that we must do something to make it a better place
for all of us to live in. I think we should start
by making sure that everyone has enough to eat
and drink. We should also try to make sure that
everyone has a place to live. I think we should
also try to make sure that everyone has enough money
to live on. I think we should also try to make sure
that everyone has enough education. I think we should
also try to make sure that everyone has enough health care.

April 11 - 1875
 I went out to the bridge from 8 to 10
 and saw the first water in the river
 that had been in the river for a long
 time. It was a very small stream
 but it was the first I had seen since
 the 1st of March. The water was
 very clear and the banks were
 very green. The water was very
 clear and the banks were very green.
 I went out May 18th Clear weather
 10 to 12 miles. I went out to
 the bridge and saw the first water
 in the river. The water was very
 clear and the banks were very green.

Lament

Daddy wanders for his husband
No. 1.

You seamen sold that leave with blood
The storms that roll on you being flood
Attend these lines which soon will come
To put you in mind of a sailors dream

No. 2.

^{The day}
It was one night homeward bound one night on
While swimming in my hammock I fell asleep
I dreamed a dream that I thought was true
Concerning franklin and his brave crew

No. 3.

I dreamed as I neared the english shore
I heard a loud sad cry
The cry was woe and then I saw
That my franklin is gone away

No. 4.

It is soon long years since a ship of power
Led back my husband far on the main
With a hundred seamen so bold and stout
To find a north western passage out

No. 5.

To find a passage around the north pole
With a hundred hearts so brave and bold
Tis more than any one can do
With hearts undaunted and courage true

No. 6.

Thurs capt brown of seafrough town
Brave and bold and pure of high renown
Thurs capt ross and many more
That have been cradling on that shore

No. 7.

They sailed east and they sailed west
Around greenlands east where they thought best
Through hardships and dangers they nightly strove
On mountains of ice their ships were drove

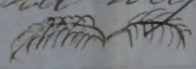

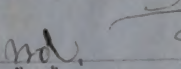

221
119
No. 8.

These sad forebodings give me pain
Of my long lost frankling far on the main
Ten thousand pounds I would fain give
To know that on earth my husband lives

No. 9.

But seven long years have gone and past
And many cold and winter blasts
Blow o'er the graves where poor women fell
By enduring sufferings one ~~and~~ though cannot

No. 10.

In buffings bay where the bright whaling flag
The tail of frankling no one knows
Which causes many a wife to mourn
And weep in sadness till they return
  End.  

No. 1 We have parted

The first the last the only kiss
That thy lips pressed on mine
Shall be returned as warm with love
As when it first was mine
No parting token do I ask
No gift from thee to keep
The love is mine and silently
My soul for thee shall keep

No. 5.

No. 2

The parting sigh the bosom heaved
The low sad wail I hear
And ere the lingering echo dies
It murmurs thou art dear

No. 6.

We parted from each other
And perhaps forever more
The love which bound our hearts
Shall be parted never

No. 3.

This ^{so} ~~hard~~ embrace when thy fond heart
With mine responsive beat
Thrills through my blood and tells a dream
Of love, fond ties and sweet

No. 4.

Enchanted within my mourning heart
To dwell forever there
And nourished by each living pulse
By love image fair

Sperm Whales raised

J. B. Sprague = 1
 O. H. Tilton = 1
 G. A. Rogers = 111

Raised from other ships 11111

Wing Spooner = 1
 John Waggell = 1
 Jack Morgan = 1

 W. Loomings = 11111
 W. Loomings = 11

Bark Morning Light

Peatnas Vineyard

Dobmes Holey

North Sisbury

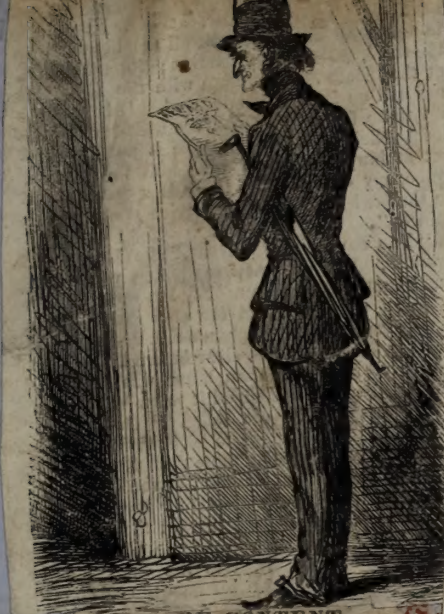
Bark Morning Light
 New Bedford
 W. E. Luce Master

Whaling Table

Gr		lost
W	1111	lost
B	1111	saved
Gr	1111	saved
W	1111	saved
		saved

G. B. B. = 1111111
 A. W. = 11
 W. B. = 1
 & Black fish





BE CONTENT.

Mistaken mortal, ever fretting,
Grasping, grinding, groaning, getting—
Be content!

If thou hast enough, be thankful,
Just as if thou had a bankful—
Be content!

If fortune cast thy lot but humble,
Earn thy bread and do not grumble—
Be content!

Have the rich, thinkest thou, no trouble?
Twice thy wealth, they sorrow double—
Be content!

List the lore of learned sages
Those wise men of the Grecian ages—
Be content!

Their reck'ning up of all earth's riches,
Was compassed in one short phrase, which is—
Be content!

The rich man gets, with all his heaping,
But dress, and drink, and food, and sleeping—
Be content!

Though in the sleep the rich men gain not,
Poor men sleep when rich men may not—
Be content!

When winds about thy dust shall scatter,
Where goes thy gold—to thee what matter?
Be content!

Remember, thou for wealth who rakest,
"Nought thou broughtest, nought thou takest"—
Be content!



FIGURES 1 AND 2.—SORTIE DU BAL AND CHILD'S COSTUME.

—Go on as you have begun. If your brother has any heart or soul at all, your sisterly kindness and affection will win him back to a sense of decency.



E. PORCELL N.Y.

HERR DRIESBACH.

Carvelyn G. Rogers

